The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 438.—Vol. XIV.] LONDON: SATURDAY, JANUARY 13, 1844. [Price 6d.

TO CAPITALISTS, COALMASTERS, AND OTHERS.—MARSHAY COLLIERY, near RIPLEY, in the county of Derby.—TO BE SOLD, BY AUCTION, at the Royal Hotel, Derby, on Tuesday, the 13th day of February next, at Three o'clock in the afternoon, the LESSOR and LESSEE'S INTEREST in the MARSHAY COLLIERY, near Ripley.—An eligible opportunity for a complete investment now presents itself, as the lessee's interest will be offered, together with the colliery, in ONE LOT, whereby the freehold of the mines will be secured, with the machinery and works. This excellent and valuable colliery is now in full work, and vending annually a large quantity of coals of the best quality. It is very favourably situated for land sale, being close to the Derby and Alfreton turnpike road, and in connection with the Derby Canal, at Little Eaton, by means of a railway, about three quarters of a mile of which belongs to the colliery—thus forming a direct communication with the town of Derby, where the coals, from their excellent quality, command an extensive sale.

For particulars apply to Messrs. Cursham and Campbell, solicitors, Nottingham; Mr. Barber, solicitor, Derby; or to Mr. John Woodhouse, colliery viewer, Overseal, Ashby-de-la-Zouch.—Jan. 9.

THE EBBW VALE AND SIRHOWY IRON-WORKS, Monmouthshire.—The engineers of Messrs. John Harford and Wm. Weaver Davies announce to the public, that in the early part of the month of April next these justly celebrated works will be OFFERED FOR SALE, by PUBLIC AUCTION, either together, or in convenient lots, unless previously disposed of by private contract.—The following are the leading particulars of this property:—

As to the EBBW VALE ESTATE,

this comprises about TWO THOUSAND ACRES OF MINERAL PROPERTY, principally FREEHOLD; FOUR BLAST FURNACES, TWO BLOWING ENGINES, THREE FINERIES and a MILL (capable of working up the produce of seven or eight furnaces), and every other requisite for carrying on the manufacture of iron; a capital house and offices for a manager, about 100 workmen's and agents' houses, smiths' shops, store house and yard; extensive shop and premises, for the sale of provisions, &c.; clay-mill and brick stoves.

As to the SIRHOWY ESTATE,

this comprises about SEVEN HUNDRED AND SEVENTY ACRES OF FREEHOLD MINERALS; FIVE BLAST FURNACES, FOUR FINERIES, LARGE BLOWING ENGINE, manager's house, offices, extensive shop, smiths' shops, timber yard, carpenters' sheds, clay-mill, brick stoves, about 400 workmen's and agents' houses.

These properties are situate about twenty miles from the port of Newport, and by the position and extreme regularity of their mineral beds, and their freedom from considerable faults, afford great facilities for economical working. About ten years' consumption, at the present rate, may be obtained on the Sirhowy portion from the mine works now in operation; while on the Ebbw Vale portion nearly fifty years' present consumption may be won by free drainage; and pits have already been sunk to the deeper minerals, and machinery erected for raising them, which will render any considerable outlay of this description unnecessary for a very extended period. The produce is conveyed to Newport at a moderate expense by the tramroads of the Monmouth Canal Company and Sirhowy Tramroad Company. The Ebbw Vale and Sirhowy Works are distant from each other about two miles, but the properties adjoin and communicate, and there is a tramroad for conveying the iron from one work to the other. The iron made at these works has always been greatly esteemed, and commands a very ready market. There is a valuable and convenient wharf at the shipping port of Newport, which will be sold with the above estates, and the purchaser may have the option of buying the extensive warehouses, counting house, and premises in Small-street, Bristol, where Messrs. Harford, Davies, and Co., and their predecessors, have carried on the business for upwards of fifty years.

From the capability of the present furnaces and machinery, 25,000 tons of finished bar-iron per annum can be manufactured with facility; and, from the extent of the property and quality of minerals, this may be increased to any amount desired.

A model of the mineral workings on this valuable property may be seen in the Government Museum, 6, Craig's court, Charing cross, London; and there is a complete model of the estate at Messrs. Harford, Davies, and Co.'s warehouse, in Small-street, Bristol.—Full descriptive particulars will be prepared and ready for delivery six weeks before the sale; and, in the meantime, any information can be obtained by application to John Bates, Esq., Bristol; Edw. H. Phillips, Esq., Pontypool, Monmouthshire; John Browne, Esq., Bridgwater (the assignees); or Messrs. Savery, Clark, and Co., solicitors, Bristol.

STAFFORDSHIRE.—VALUABLE ESTATES, COAL MINES, and COLLIERIES.—TO BE SOLD, BY AUCTION, early in March next, all those FREEHOLD ESTATES, situated at and near TALK-O'-TH' HILL, in the county of Stafford, called the "WOODSHUTTS AND HOLLINS ESTATE," the "HARDING'S WOOD ESTATE," and the "TALK ESTATE," in the parishes of Audley and Wolstanton, containing in the whole about 262 acres, together with the extensive MINES and MINERALS under the same, and also under other estates and waste land thereto adjoining, and containing about forty-five acres. On the Woodshutts and Hollins Estate a COLLIERY is now open and at work, with steam-boats both by land and by the canal, for any quantity of coals that can be raised.

These properties, which are divided into exactly eligible farms, with commodious farm-houses and buildings, comprise, besides a capital messuage, or mansion house, called "White Hall," with spacious offices, outbuildings, &c., a large and valuable water corn-mill, a considerable number of cottages for workmen, large and convenient wharfs on the banks of the Grand Trunk Canal, with railroads, powerful steam engines, with all other machinery and implements for getting and raising coal, weighing machines and offices, carpenters' and blacksmiths' shops, boat docks and canal boats, and every thing appertaining to an extensive colliery in the most complete order.

The average sale for the last five years has been from 250 to 300 tons per week, but it might be increased to double that quantity, and the landed property, lying at the junction of the Macclesfield Canal, with the Trent and Mersey, and intersected nearly a mile by the one, and half a mile by the other, with every convenience for extensive docks, warehouses, &c., presents a most eligible situation for the establishment of any branch of trade. The two seams intersected MINES of HARECASTLE, or BANBURY COALS, lie under a great portion of this property, and have never yet been worked. The line of railway, for which an Act of Parliament was obtained about four years ago, passes through the middle of these estates, and, when executed, must add greatly to their value.

The above properties are situated about five miles from Newcastle-under-Lyme; three from the Staffordshire Potteries, ten from the principal Cheshire salt-works; and six from Congleton; and both the great roads from London to Manchester and Liverpool, through Newcastle-under-Lyme, and through the Staffordshire Potteries, pass through the estates, and the future direction of a road extremely favourable for the erection of a good inn. In every point of view, therefore, a great and rapid improvement may be reasonably expected in the whole of this property.

For further particulars apply to G. A. M. Peyronet, Esq., Chesterton; or to Messrs. Ward, Sons, and Lowndes, Newcastle-under-Lyme.

TO CAPITALISTS.—SALE OF COPPER MINES IN NORWAY.—In the month of MAY next, will BE SOLD, BY PUBLIC AUCTION at TWO'S, in London, in the kingdom of Norway, OVE-HALF PART in WATNEFJORDEN and SUNDLANDS GRUBEN COPPER MINES, belonging to J. L. Hansen, of Stavanger, to Lorentz the other half part belongs to Messrs. Hee and Co., of Drontheim; and 1-10th part to the ore mines at Sulvaand, therein belonging to the said J. L. Hansen. The ore which is cut out in these mines is, probably, not excelled by any other in Norway, with regard to fineness and alloy of metal, and will, if the work is driven with the necessary power and activity, pay a rich dividend. See the following extracts of letters from consul J. R. Crowe, in Aften, owner of the large copper works at Kiøerfjorden, and who is considered as a very expert man in that way:—

"Kiøerfjord, Sept. 18, 1843.

"Mr. Hansen.—Your esteemed letter of 6th inst., as well as the glasses of ore consigned to me, I have received, and can hereby have the pleasure of informing you that the ore consisted of 31 per cent. copper. If you are able to cut out much of this kind of ore, it will be a very profitable undertaking, and we will at all times be ready to meet the same on the same conditions as for others. Respectfully,

"J. R. Crowe."

"Aften Copper-Works, August 30, 1843.

"Mr. J. L. Hansen.—Your esteemed letter of 14th inst., with the glasses of ore sent me by the same opportunity, are received. I am hereby have the pleasure of acquainting you, that it will be a very compromising peice if all the stuff is of about even as good quality as the samples underpinned me. By the 1st arrive of the next month shall come down. I hope to be able to inform you how this the ore is. Enclosed I am shall come you with a request of Mr. Thomas, employed by this work, which is written according to the accounts given him by Lauch Watsonson—a note thereof is forwarded to Messrs. Hee and Co. Respectfully, "J. R. Crowe."

"Kiøerfjord, July 8, 1843.

"Mr. J. L. Hansen.—The 6th samples of ore, received with the last shipment, I have examined, and obtained the following result:—

No. 1, good ore, from the mines of Watnefjorden	15 per cent. copper	
No. 2, barrowered ditto, from ditto ditto	4	ditto
No. 3, ore worked rapping, from ditto ditto	4	ditto
No. 4, poor washed ore, from ditto ditto	2	ditto
No. 5, ore washed ditto, from ditto ditto	1	ditto

Your obedient, "C. M. Thomas."

For further particulars apply at the office of the Mining Journal, Railway and Commercial Gazette, 31, Fleet-street, London; Mr. J. Jacobs, Newcastle-upon-Tyne; or to Mr. Jacob Peter Roth Bergen, Norway.

IMPORTANT PATENT IMPROVEMENT IN CHRONOMETERS and WATCHES.—R. J. DENT, 33, STRAND, will exhibit the last Collection of Specimens (the Improvement forming the supervising performance of the best chronometers ever submitted to twenty months' public trial), begs to announce the public that the MANUFACTURE of his PATENT CHRONOMETERS, and CLOCKS, is REMOVED to that by THREE SEPARATE PATENTS, recently granted in 1839, 1840, and 1843—Silver Lever Watches, provided to four holes, at 25 each; in gold cases from 40 to 45 each—Gold Horizontal Watches, with gold dials, from 40 to 45 the each.—Dent's "Appendix" to the Second Work on "Time Keepers," is now ready for circulation.

TO BE SOLD, or LET, the COAL UNDER the WHOLE, or PART, of BOOTH HALL, near to CREADLE, Staffordshire.—The field is about 170 acres, and the coal is of the first quality, and the beds, of two and three feet, are proved—the DIP of the MINE ONE IN EIGHT. A large town is, with very little water, lies from fifty to sixty yards deep, and the thicker and deeper veins have not yet been worked in this part of the county. The country demand is regular, and the Caledon branch of the Trent and Mersey Canal, leading to Uttoxeter, Leek, and the Potteries, is distant about two miles; and the railway down the Churnett Valley is expected to be made in a very short time.

For particulars apply to A. Bower, Esq., the Grove, near Cheadle, Staffordshire.

BRICK-YARD AND BUILDING LAND IN NORTHAMPTON, STEAM-ENGINE, &c., TO BE SOLD, BY PRIVATE CONTRACT, a valuable FREEHOLD BRICK-YARD, situate in the town of Northampton, within one mile of the site fixed upon for the Northampton station of the Peterborough Railway, including TWO KILNS and other requisite buildings. Also SEVERAL PLOTS OF BUILDING LAND, in Northampton, at prices from 5d. to 6d. per square foot. The brick-yard, and also the land, is extra-parochial. In addition to the works on the Peterborough Railway, several public buildings are about to be erected in Northampton, which will require an immense quantity of bricks. Also to be SOLD, a HIGH-PRESSURE 8-HORSE STEAM-ENGINE, with 10-horse tubular boiler, on the best construction; and the whole of the connecting machinery required for grinding corn, including two pair of stones, dressing machine, &c. The engine and boiler will be sold separate from the mill-work, if required.

Apply to Mr. Grundy, Northampton.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor Esq., F.R.S., &c., &c.:—

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

TO BE SOLD, the VALUABLE PATENT for BELGIUM and HOLLAND, for PRESERVING TIMBER and OTHER VEGETABLE SUBSTANCES, according to Mr. CHARLES PAYNE'S PROCESS for ENGLAND, by which WOOD is rendered IMPERVIOUS to FIRE and DECAY, by the introduction, into every part, of METALLIC SOLUTIONS, which instantly combine, and become at once insoluble, and which, for SHIP and HOUSE BUILDING, PIERS, DOCKS, BRIDGES, WOOD PAVEMENTS, RAILWAYS, &c., or wherever wood is used, is invaluable.

The process is in extensive operation at Whitehall Wharf, under Government patronage, having been minutely investigated, and favourably reported upon, by that eminent chemist, R. Phillips, Esq., as well as by several other distinguished chemists and engineers.

To those who are inclined to become purchasers, with a view of forming companies of the invention, the proprietors would deal liberally, and agree to take a portion of the purchase money out in shares.—Apply, by letter (post paid), to R. Webster, Esq., 11, Bedford-street, Bedford-square, London.

THIRTEENTH REPORT of the LONDON JOINT-STOCK BANK.—At a general meeting of the shareholders, held at the banking-house of the company, in Princes street, Mansion-house, on Wednesday, Jan. 10—

GEORGE TAYLER, Esq., Chairman.
WILLIAM MILLER CHRISTY, Esq., Deputy Chairman.

DIRECTORS.

Sir Felix Booth, Bart.	John C. Lochner, Esq.
Sir George Carroll, Ald.	Sir John M'Taggart, Bart., M.P.
William Miller Christy, Esq.	William Mitcalfe, Esq.
William Curling, Esq.	Ambrose Moore, Esq.
John Peter Durbee, jun., Esq.	John Timothy Osler, Esq.
Robert Farrand, Esq.	George Schneidewind, Esq.
George Holgate Foster, Esq.	Joshua Scholefield, Esq., M.P.
Wm. Gformby Gore, Esq., M.P.	William Shedfield, Esq.
Archibald Hastie, Esq., M.P.	Thomas Stocks, Esq.

George Taylor, Esq.

The Manager—George Pollard, Esq.
Solicitors—Messrs. Tilson and Spencer.

The following report was presented:—

Although the value of money during the last half-year has continued so low as to keep the profits of banking beneath their ordinary level, yet the directors are gratified in being able to present an increase for that period which they have no doubt will conduce, in the opinion of the meeting very satisfactory evidence, under such circumstances, of the sound and prosperous condition of the bank. After discharging all the expenses of the establishment, and making an ample allowance for bad debts, there remains a net sum of £10,470 10s., out of which the profits of the half-year to be applied to a dividend upon the paid up capital of the company. The directors have thought it right to make the dividend after the rate of £6 per centum per annum, which will require them to take £9,000 0s. 0d. from the guarantee fund; but they are happy to call the attention of the shareholders to the fact, that notwithstanding this reduction, that fund will suffer very little diminution, the last year's interest which has been added to it being nearly equal to the sum withdrawn. By the retention which has been established under the Deed of Settlement, Alderman the Right Hon. Sir George Carroll, John Peter Durbee, jun., Esq., Sir John M'Taggart, Bart., John Christy, Esq., and George Schneidewind, Esq., retire on this occasion from the direction, but offer themselves to the shareholders for re-election, and are the only candidates for the vacant seats. Upon reviewing the proceedings of the bank at the close of the first seven years of its existence (a period marked by extraordinary fluctuations and financial difficulties), the directors are confident that the shareholders will join with them in feelings of satisfaction at the general result of the operations; and, looking at the improving aspect of commercial affairs in this country, they consider themselves justified, not only in belonging an expectation that a more equal and profitable employment may be found for the funds of the bank than has hitherto been practicable, but also in anticipating for this important undertaking additional extension and success.—The dividend will be paid on and after the 17th inst.

The preceding report having been read to the meeting by the secretary, a dividend for the half-year ending the 31st of December last, after the rate of £6 per centum per annum, was declared by the chairman.

Resolved unanimously.—That the report now read be received, and that it be printed for the use of the shareholders.

The following directors, having retired by rotation, were unanimously re-elected—viz.—Sir George Carroll, Alderman; John Peter Durbee, jun., Esq.; John Christy; John Lochner, Esq.; Sir John M'Taggart, Bart.; George Schneidewind, Esq.

Resolved unanimously.—That the sincere and warmest thanks of this meeting are eminently due, and are hereby presented, to the directors for their zealous and unremitting services.

Resolved unanimously.—That the best thanks of this meeting be offered also to George Pollard, Esq., the manager, for his excellent services.

(Signed) GEORGE TAYLER, Chairman.

Resolved unanimously.—That the cordial thanks of the meeting be given to George Taylor, Esq., the chairman, for his kind and courteous conduct in the chair.

(Signed) W. M. CHRISTY, Deputy Chairman.

Extracted from the minutes. MICHAEL W. BOYLE, Secretary.

BETTS'S PATENT BRANDY DISTILLERY, No. 7, SMITH-FIELD BARS.—Notwithstanding the publicity that many years past given to the superiority of BETTS'S PATENT PORCUPINE DISTILLED BRANDY over every other spirit, Betts, of Penange, is yet but partially known; J. V. BETTS and Co. therefore feel it a duty they owe to the public and themselves, to excite a comparison between the patent and the French brandy, until every family in the Kingdom, to which brandy is consumed, have made trial of their genial integrity, and consequently a determination of the use of foreign article. Their comparative merits are fairly developed in the following testimonials, to which they again beg to refer:

EXTRACTS FROM TESTIMONIALS.

"I do not hesitate to express my conviction that your Patent Brandy is fully as free from every thing injurious to health, and contains as pure a spirit as the best varieties of foreign brandy. "Duncan Turner,

"John V. Betts, Esq." "Prof. of Chem., in the University of London."

"I am bound to say, and do assert it with confidence, that the purity of spirit, this report to correspond, and that your Patent Brandy is one quite free from those acids which, though existing in quantity, do not contaminate the human spirit.

"J. V. Betts, Esq." "Jacques Bruce, Chem. to the Mint."

"Your Brandy is far from contraband and well-merited market, which appears, more or less, to most of the brandies imported from France.

"To Mr. Betts." "Jacob Thomas Cooper, Lec. on Chem."

It is this purest fineness from the above circumstantive qualities, and its agreeable similarity to flavour to the finest samples of cognac brandy, that recommends particular value of the Patent Brandy.—J. V. Betts & Co. are at length enabled to give a distinct assurance that arrangements are so completed as the course of the present month, which will afford an unfailing protection to purchasers against the fraudulent mode of those trade, from which they have hitherto so extensively suffered; as each bottle will be labelled by a "Patent Worcester Cautionary," or cautioning for the cork, of solid metal, with their name, address, and the words "BETTS'S PATENT BRANDY" embossed upon it; the impress of which safeguards the quality party to a quantity of gin for sundry officers. This valuable spirit is manufactured at any of the distillery, No. 7, Smithfield-bars, leading to St. John-street-road; it may be obtained, either pale or coloured, in quantities but less than two gallons, at the per gallon, for cash on delivery.

STEAM TO INDIA via EGYPT, MALTA, ITALY, ALEXANDRIA, AND THE PENINSULAR PORTS.

PASSAGE TO BOMBAY, MADRAS, AND CALCUTTA.

The Peninsular and Oriental Steam Navigation Company's steam ships START FROM SOUTHAMPTON THE FIRST OF EVERY MONTH,

arriving at Alexandria about the 13th. The Hon. East India Company's steamers leave Suez for Bombay about the 23d of the month, and for Madras and Calcutta the Peninsular and Oriental Steam Navigation Company's steamers, Hindostan and Bentinck, or Government steamer. The Peninsular and Oriental Steam Navigation Company have now a steaming on the Mahmoudieh Canal, and other great improvements have lately been introduced into the transit through Egypt.

STEAM TO MALTA, ITALY, &c.

A steamer from Southampton leaves the first of every month for Malta, whence are steamers to Naples, Genoa, Civita Vecchia, three times a month.

STEAM TO OPORTO, VIGO, LISBON, CADIZ, AND GIBRALTAR.

A steamer leaves Southampton every Thursday at 3 p.m. for the above places.

Apply at the Peninsular and Oriental Steam Navigation Company's offices, 31, St. Mary Axe, London, where only passages can be secured throughout.

CONTRACT FOR ONE IRON LIGHT VESSEL.

TRINITY-HOUSE, London, January 6, 1844.

The Corporation being desirous of RECEIVING TENDERS for the CONSTRUCTION of ONE IRON VESSEL for their Floating Light Service, Notice thereof is hereby given; and persons desiring to send in proposals for constructing the said vessel, are informed that sealed tenders, under cover, addressed to the Secretary, and marked "Tender for an Iron Vessel," must be delivered at this House before eleven o'clock of Tuesday, the 23d inst.

Information respecting the form and dimensions of the vessel, the mode of tonnage, and other necessary particulars, may be obtained on application at the Secretary's office, at this House.

N.B.—The Corporation does not engage to accept the lowest tender, nor will any proposal be entertained for building the vessel at any other place than in the port of London, or south of the outports as have direct communication therewith by railroad.

By order, J. HERGEST, Secretary.

COLD-BLAST ANTHRACITE PIG-IRON.—Mr. D. Mushet, the author of the celebrated Treatise on the "Manufacture of Iron and Steel," who has made a series of most elaborate experiments on this extraordinary iron, in concluding, remarks:—"From these, and the former comparative experiments, it is abundantly evident, that the pig iron now making, with cold blast and anthracite, at the Ystalyfera Iron-Works greatly exceeds in strength, in defensive powers, and capacity to resist impact, any iron at this time manufactured in the United Kingdom."—Ystalyfera Iron-Works, Swansea.

RUSSIAN STEEL IRON—GOLD—"OLD SABLE."—The UNDERSIGNED being the SOLE AGENTS in ENGLAND for the above MARK of IRON, it can only be obtained through them; and all BUYERS, desiring to avoid purchasing spurious metal with a counterfeit mark on it, are CAUTIONED against procuring GOLD through any other channel. The undersigned have stocks deposited with Messrs. Carne and Tubs, of Liverpool, and Messrs. P. Mare and Sons, of Bristol.

LUKAS, GRAHAM & CO., 7, King's Arms yard, London.
GRAHAM BROTHERS, 7, High-street, Hull.

TO IRONMASTERS AND COALOWNERS.—WANTED, A SITUATION, by a YOUNG MAN, capable of taking CHARGE of the COAL or MINING DEPARTMENT at an IRONWORKS or extensive COLLIERY.—Respectable references given when called for.—For further particulars apply, by letter, prepaid, to "R. S." at the office of the Mining Journal, Railway and Commercial Gazette, 31, Fleet-street, London.

TO IRONMASTERS AND OTHERS.—WANTED TO PURCHASE, a BLOWING CONDENSING-ENGINE, in perfect order, of from 40 to 60-horse, with BOILERS complete, and with or without regulator.

Address, "A. B.," Messrs. Bailey and Co., stationers, 10, Change-alley, Cornhill, with particulars, price, lowest price, and, if used, stating the time of working.

STEAM-ENGINE FOR SALE.—TO BE SOLD, by PRIVATE CONTRACT, an 18-inch cylinder WHIM-ENGINE.—Apply to Mr. John Hocking, Redruth.

WANTED TO PURCHASE, A MINE ENGINE, in good working condition (with or without boilers and pumps-rods), of sufficient power to raise water from a depth of about 300 yards, with working barrels of 12 or 14 inch diameter. Also a WINDING-ENGINE, in good condition, suitable for colliery purposes, of about 30-horse power, either of condensing or high pressure principle.—Applications, stating terms and full particulars, to be made to Mr. J. W. Parkin, accountant and valuer, 5, Waterloo-street, Birmingham.

ALTEN MINING ASSOCIATION.—Notice is hereby given, that, in pursuance of the power vested in the directors of this association, they do hereby make a CALL of ONE POUND per share, and request the same to be paid to the bankers of the association, Messrs. Williams, Deacon, and Co., on or before the 15th day of February next. The bankers' receipt, together with the certificates of shares, should be left at the office two clear days, that the payment of the instalment may be inscribed thereon.

24, Broad-street-buildings, Jan. 10. EDW. J. COLE.

CONSOLIDATED TRETOIL MINING COMPANY.—The directors hereby give notice, that a SPECIAL GENERAL MEETING of shareholders will be held on Saturday, the 27th day of January inst., at the office of the company, 6, St. Mildred's-court, Poultry, at One o'clock in the afternoon precisely, to fill up vacancies in the direction, to adopt such other measures for the future management of the company as may then be deemed expedient, and on the affairs of the company generally. By order of the board of directors,

Consolidated Tretoil Mining Office, 6, St. Mildred's-court, Poultry, London, Jan. 6. S. BUSTON, Sec.

CONSOLIDATED COPPER MINES OF CORRE ASSOCIATION.—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of the proprietors of this association will be held, in conformity with the Deed of Settlement, at the office of the company, 31, Austinfriars, on Tuesday, the 30th inst., at One o'clock precisely. On that day two directors—namely, Russell Pillow, Esq., and Warner Sharps, Esq., and one auditor, Alexander Brown, Esq., will go out of office by rotation, agreeably to the Deed of Settlement, but are immediately re-eligible, and are candidates for re-election. It is necessary that parties intending to offer themselves as candidates for the direction and auditorship should send notice of such their intention with the necessary, at the office of the company, 31, Austinfriars, at least fourteen clear days before the day of election.

By order of the court of directors,

31, Austinfriars, Jan. 11. W. H. LOCKE, Secretary.

WEST CORK MINING COMPANY.—Notice is hereby given, that the GENERAL HALF-YEARLY MEETING of the company will be held at the George and Vulture Tavern, Cornhill, in the city of London, on Thursday, the 15th day of February next, at One o'clock in the afternoon precisely, to elect the general business of the company, and also for the election of two directors and one auditor; and such notice is also given pursuant to the deed of settlement, that any proprietor intending to make a requisite to fill the office of director or auditor, must, within fourteen days from the time of the nomination of such person's name, signify his name in writing under his hand, stating the amount of his respective and additional stock standing to his credit, either the same fourteen days, at the office of the company, 5b, Coleman-street, in the city of London, his intention to be himself a candidate.

London, January 4. THOMAS CHADWELL, Secretary.

RYE & THOMAS, MINE AGENTS AND SHAREBROKERS, OFFICES—No. 6, OLD BROAD-STREET, LONDON.

RYE and THOMAS beg most respectfully to inform their FRIENDS, and the MINING INTERESTS GENERALLY, that they have REMOVED from 34, Throgmorton-street, to the ABOVE OFFICES, and take this opportunity of returning their grateful thanks for the extensive and kind support they have so long received, both in Cornwall and in London, and trust that, by great attention and honesty in every transaction with which they may be entrusted, they will gain a continuance thereof of that confidence which, in such an unscrupulous calling, has already been placed in them.

RYE and THOMAS further beg to state, that the safety and correct information from the mines, and facilities afforded for the perusal of mining property, they may fairly be considered an enabling rules as regards the purchase and sale of shares.

MINING OFFICES, No. 1, ST. MICHAEL'S-ALLEY, CORNHILL, LONDON.—Messrs. WARREN and CROLL beg to inform their friends and the public that, in consequence of the great increase in their mining business, they have TAKEN MORE CONVENIENT OFFICES, as above, where their several agents in Cornwall, &c., are requested, for the future, to address their letters and remittances. Messrs. W. and C. having a large extent of property to report upon, and always in a situation to negotiate SALES or PURCHASES of MINES to the best advantage when

TO RAILWAY COMPANIES AND CONTRACTORS, COAL OWNERS AND IRONMASTERS, &c.—HENRY and GEO. ROBERTS beg to acquaint the above parties, and proprietors of private property, that they have CONTRACTED for a SUPPLY of GOOD SOUND and SEASONED OAK SLEEPERS, prepared for SPEEDY DELIVERY from our WORKS, from the nearest passenger station to the "Railway" may pass. The highest testimonials can be given of quality—prices very moderate. Orders may be addressed, charges and specimens obtained, at 420, Oxford-street, London.

NEWBURY, BASINGSTOKE, LONDON, AND SOUTHAMPTON RAILWAY.

Although Reading has now for several years enjoyed the benefits conferred by railway communication, its neighbouring town, and east country in the direct line of the Great Western Road, has been entirely abandoned: the commercial prosperity has, in consequence, been greatly injured, and property deteriorated to such an extent, that the resident gentry and the inhabitants have at length aroused themselves, and entered into a close and searching investigation of all the circumstances connected with a junction with the South-Western or the Great Western lines. The result has been the formation of a company to carry out the above line, to connect Newbury with Winchester, Southampton, and London, and, what is of equal importance, open a communication with Portsmouth and the south of England. By such line no section save field of enterprise will be open to the inhabitants, consisting, within a limit of ten square miles, of 40,000. New markets will be found, and a fresh stimulus given to the commercial and agricultural industry of all the important districts through which the line will pass, and it is calculated that a saving will be effected of 12s. per ton in the article of best Newcastle coal alone. When the railway from Havre to Paris is completed, a large influx of passengers must accrue to this railway, while to persons with their families from Berkshire and the south of Hampshire, proceeding to the Isle of Wight or France, the comforts of a direct line of railway must prove attractive, and the total amount of convenience from its construction cannot, at the present moment, perhaps, be appreciated. The Southampton Company have agreed to lease the line in perpetuity at 3½ per cent. on the outlay, guaranteed, on the security of the entire South-Western line, to have a priority over all other payments, and to divide equally with the shareholders all profit of the line over and above that rent. From the survey made by Mr. Locke, the important fact is ascertained, that no difficulties in an engineering point of view exist, and that there is no necessity for a single tunnel; the gradients are favourable, and the engineer expresses his conviction that the whole expense of the undertaking, parliamentary and compensation, with a single line of rails, and bridges and land sufficient for a double one, will not exceed 300,000*l.*; indeed, so satisfied is Mr. Locke of his correctness that he will provide responsible contractors, who will undertake to complete the work, if desired, for that sum. The capital required is 300,000*l.*, in 6000 shares, of 50*l.* each, with the customary deposit, to comply with the standing orders, of 10*s.* per share. Among the patrons and directors are the Earls of Carnarvon and Craven, and several of the leading gentry and land proprietors in the counties of Hants and Berks.

Gravesend, Rochester, and Chatham Railway.—A prospectus has just been issued for the formation of a company to construct a line of railway from Chatham through Rochester to Gravesend. At Rochester there is to be a station for the accommodation of that improving neighbourhood—then, crossing the Medway, proceed through the Cuxton Valley, near Cobham, through Dobs Place, and Northumberland Bottom, terminate at Rochester Pier. The towns of Rochester, Chatham, Strood, Brompton, and Gravesend, with the intermediate and adjoining villages, contain a large population within a distance of ten miles, and the continual intercourse between these places, independent of the number continually travelling to and from the metropolis, afford good grounds for anticipating a highly profitable return for the capital expended. All the formalities required by the standing orders of Parliament have been complied with, and the provisional committee are in a position to apply for an Act in the next session. I. K. Brunel, Esq., has surveyed the line, and estimates its cost at 150,000*l.*, and, from the nature of the country through which the line will pass, it is believed this sum will not be exceeded, and the calculations for the income, based on only double the present traffic at moderate rates, shows an annual profit of 11½ per cent. One peculiar feature in the prospectus is the fact, that it is decided upon, with the recommendation of the engineer, that as the Kingstown and Dalkey line is worked with most decided economy by the atmospheric railway the same plan shall be here adopted. This we are glad to see, as many of its opponents objection, that, though successful on so small a scale, it will never answer in general application; here, however, if successful—which, doubtless, it will be—such objection will fall, as nearly ten miles of railway is amply sufficient to test it in all its bearings. The proposed capital is 200,000*l.*, in 10,000 shares of 20*l.* each—deposit 2*l.* per share.

Railway Communication with Ireland.—A deputation, consisting of Mr. G. C. Glyn, chairman of the directors of the London and Birmingham Railway Company, and Mr. Creed, secretary; Mr. R. H. Collett, M.P., Mr. W. H. Thomas, and Mr. Duff, directors of the Chester and Holyhead Railway; Mr. W. H. Moon, chairman of the Grand Junction Railway; and some other gentlemen interested in railway companies, had an interview, on Wednesday last, with the Chancellor of the Exchequer and Sir George Clerk, at the official residence of the First Lord of the Treasury, in Downing-street; the deputation was headed by Mr. Collett, M.P. Shortly after the members of the deputation had met, Sir Robert Peel and Sir James Graham joined the meeting. The object of the interview was to obtain the assistance of Government in facilitating the communication between England and Ireland. The deputation entered into the details of their plan, the principal point of which was the continuation of the railway line from Chester to Holyhead, by which means the journey between the two capitals would be diminished by some hours. Sir R. Peel listened with great interest to all that was urged by the deputation, and manifested perfect acquaintance with the subject. No decision, however, was come to, it being considered, on the part of Government, that such a step would be premature, as there had been scarcely time for drawing public attention to the reports of the officers employed by the Admiralty, and that of Mr. Walker, C.E., or for giving to parties generally, who might be induced to undertake the construction of a railway communication from Chester to Holyhead, the opportunity of submitting any proposals they might have to offer. The immediate question for consideration was understood to be, whether Government would, for a given term of years, engage to pay, and what, sum for the conveyance of the mail by the new line beyond the ordinary charges of conveyance. The deputation left highly satisfied with the reception they had met with.

Chester Breakwater Subscription.—*(From a Correspondent.)*—We are informed, that it is in contemplation to apply Mr. Jolliffe's patent composition to the site of the *Hammon*, for the purpose of ascertaining the superior properties it is said to possess over copper, as sheathing for ships.

Barker's Metallic Piston.—The peculiar construction and formation of the packing, recently patented by Mr. Barker, consists in leaving an open space round the outer circumference, into which is introduced the metallic packing, which is turned in the slide tacks in a peculiar manner, by which means the ring of metal is left on the thread of a screw, and, when connected with the piston, has the necessary elasticity. Small recesses, or channels, are made in the packing, to be filled by moveable stopping pieces, in order to prevent the passage of the steam within the packing, and the arrangement is perfectly and equally elastic throughout, and self adjusting.

Rapid Steam Vessels.—The *Dublin Mercantile Advertiser*, alluding to the preservation of the Wye, a small steamer, also towing boats in collision with another vessel, the former having been provided with the water-tight partitions, which are the invention of Charles Wye Williams, Esq., as mentioned by us a fortnight since, says:—"We have since seen the Parliamentary 'Report on Shipwrecks,' and find the following notice with reference to this peculiar means of safety:—'Your committee suggest that water-tight divisions in steam vessels are extremely useful to prevent total loss, and to ensure the preservation of life, by affording time for the preparation of boats for the reception of passengers and crew. Your committee, however, are not prepared to point out what number of these water-tight divisions should be before and abaft the engine room and machinery.' To this meagre notice of one of the most valuable and practicable means of lessening the risk of navigation, do this committee confine themselves. Had they looked around them, they would have found ample information on this subject; and in justice to Mr. Williams, of the Dublin Steam Company, who has, to so many instances, demonstrated the value of what is but barely hinted at by the committee, we give an abstract of the paper communicated by him to the British Association, at their meeting in Liverpool—this paper is given at length in the 3 August no. Steam Vessels," printed by the House of Commons." The paper referred to by our contemporary is of great interest, and we shall take the earliest opportunity of laying it before our readers.

The Cruto's Rotary Patent and Steam Engine.—This rotary engine consists of an outer case, or cylinder, with an internal revolving piston; this piston is triangular, and so arranged with regard to the circle, valves and abutting pipes, that, when one side of the piston is opposite the induction pipe, the valve opens by the pressure of the steam tearing the piston to receive it in a direction towards the opposite or induction; at the same moment the opposite angle of the piston gradually presses on that valve, and closes up the induction; thus, by the alternate presence of a piston into, and closing up the valve, which was placed opposite each other, a continual revolving motion is kept up: the power is on the same principle, having each one pipe for the steam to enter, and one for its escape. If it is necessary to reverse the motion, there must be two sets of these valves and two pipes, and, consequently, double the number of valves, &c. We should think, considerable—from the rubbing surface of the piston, and the valves on the valves. There can, we think, be no doubt of the correctness of its theory, and even supposing a decided loss in the absence of friction, and consequent superiority of Bodmer's engine, when the rounding operations, as compared with the two latter forms.

Marine Steam Engines.—The engines about to be fitted to the Holyhead Steamer whose figure was lately in Liverpool, and the other at Dumfries where figures were lately in Liverpool, and the other at Dumfries where figures were lately in Liverpool, and the other at Dumfries where figures were

IMPROVEMENTS IN SMELTING.

The Specification of patent granted to *James Mosses*, of Cainscit, in the county of Somerset, for improvements in extracting copper, iron, lead, bismuth, and other metals or minerals, from the ore.—*From Newton's London Journal.*

This invention consists in separating from the ore the small quantities of copper, iron, lead, bismuth, and other metals or minerals, mixed with it, and which, although existing in very small quantities, materially affect the quality of the tin; this is effected by dissolving them in such acids as will not act injuriously upon the oxide of tin. The tin ore is pulverised, as usual, and the greater portion of the matrix separated by washing; it is then, by preference, calcined, and afterwards treated with acid, to dissolve the foreign metals or minerals, which may then be readily washed away. The best time for submitting the ore to the action of acid is before it becomes cool, after removal from the calcining furnace; and it should be allowed to remain in the acid for three or four days, or for a longer period, if found necessary. Muriatic acid is produced by the patentee, diluted with an equal quantity of water, and employed in the proportion of 1 cwt. of the ordinary acid of commerce to each ton of ore. When the foreign metals are in the state of oxides, it will not be absolutely necessary to calcine the ores before operating with acid, and, in some cases, it may be desirable to apply heat, to expedite the process, and lessen the quantity of acid employed, by putting the ore and acid into earthenware vessels, heated by a sand bath. The patentee does not confine himself to the use of liquid acid, as the acid evolved in the state of vapour, by various processes, may be employed; he claims the mode of purifying tin ore, by extracting foreign metals or minerals, by dissolving them in acid, and washing them off, or separating them, as above described.

PROCEEDINGS OF PUBLIC COMPANIES.

MINING COMPANY OF IRELAND.

The half-yearly general meeting of the shareholders in this company was held at their offices, Lower Ormond-quay, Dublin, on Thursday, the 4th inst., JAMES DAWSON, Esq., in the chair.

The advertisement having been read, and other preliminary business gone through, Mr. PURDY (the secretary) read the following

REPORT.

The company's profit in the past half year amounts to 3984*l.* 18*s.* 9*d.*, of which 1347*l.* 5*s.* 0*d.* has been expended, principally at the Knockmahon Mines and the Silvermines Collieries, in improvements, with a view to the further extension and more profitable working of those most important concerns; and a further sum of 249*l.* 12*s.* 6*d.* having been written off for bad debts, 710*l.* 12*s.* 9*d.* remains available for dividends. The company's floating assets consist of—cash bills and good debts, 23,626*l.* 0*s.* 9*d.*; mining materials and advances to be accounted for, 1396*l.* 12*s.* 6*d.*, and mineral produce, 37,191*l.* 17*s.*—In all, 57,895*l.* 10*s.* 1*d.*, whilst the company's debts, principally accruing from rents and unclaimed dividends, amounts to the sum of 6797*l.* 11*s.* 10*d.*—less 3000*l.* 0*s.* 0*d.*, received on account of mineral produce sold.

THE KNOCKMAHON MINES.—In reporting the result of the company's operations at the Knockmahon Mines in the past half-year, your board has to state, that, although there has been an increase in the returns from the mines, as regards quantity and quality, the profit derived is not proportionate to the extent of those returns, and to the large expenditure by which they have been obtained. The amount for this deficiency in that profit to which the company is entitled, from its liberal expenditure of capital and its perseverance for many years, without profit, in opening and extending those mines under repeated disappointments, your board may refer to former reports, more especially the last, and regrets to add, that, although this subject has again been brought under the consideration of the proprietors of Knockmahon Mines, no relief has been afforded; and the proper expenditure in improvements, with a view to extension and permanence, having been continued without interruption, in expectation of relief from the equitable rent levied for this large section of the mines, your profit, on the present occasion, does not yield remunerative return for your capital. Under these circumstances, your board has reduced the emoluments of several of the persons employed, to take effect from the commencement of the current half-year—at the same time surrendering one third of its own fees for attending to the direction of your affairs, commencing with the past half-year—thus affording additional proof of the necessity of a reduction of rent by the proprietor of the mines adverted to. Referring to the former half yearly report, the following tabular statement of expenditure, produce, and profits, with the costs paid for the several sections in which those mines are divided, for the past three years, is submitted:—

Half-yrs. ending	Expenditure.	Prod.	Profits.	Ballinoulds rents	Other parts
June, 1841	4721*l.* 17*s.* 7*d.*	3139*l.*	4*l.* 9*s.* 5*d.*	1120*l.* 4*l.* 11*s.*	2864*l.* 9*s.* 2*d.*
Dec. —	3344*l.* 10*s.* 11*d.*	3338*l.*	6*l.* 7*s.* 11*d.*	7*l.* 6*l.* 4*l.* 11*s.*	6*l.* 9*s.* 10*d.*
June, 1842	3540*l.* 14*s.* 9*d.*	3291*l.*	87*l.* 12*s.* 10*d.*	1201*l.* 6*l.* 9*s.*	699*l.* 17*s.* 10*d.*
Dec. —	3754*l.* 13*s.* 11*d.*	4015*l.*	4260*l.* 5*s.* 3*d.*	1049*l.* 15*s.* 6*d.*	5*l.* 0*l.* 17*s.* 7*d.*
June, 1843	3*l.* 9*l.* 10*s.* 9*d.*	3767*l.*	417*l.* 7*s.* 8*d.*	1434*l.* 15*s.* 6*d.*	5*l.* 1*l.* 6*s.* 3*d.*
Dec. —	4*l.* 0*l.* 0*s.* 5*d.*	4003*l.*	3984*l.* 12*s.* 7*d.*	1446*l.* 12*s.* 8*d.*	5*l.* 6*l.* 18*s.* 10*d.*

From this abstract it will appear, that whilst the produce of 3139 tons of ore raised in the half-year ended 1st June, 1841, at an expense of 2072*l.* 17*s.* 7*d.*, yielded profit amounting to 1864*l.* 9*s.* 2*d.* to the company, and no rent to the proprietors; the same 3139 tons raised in the half-year ended 1st June, 1843, which cost 3754*l.* 13*s.* 11*d.*, yielded to the company only 876*l.* 17*s.* 10*d.* as profit, whilst the landlord received, as rent for same, 1764*l.* 6*s.* 7*d.*, of which the proprietors of Ballinoulds received 1049*l.* 15*s.* 6*d.*; and in the half-year now ended, the company's profit upon expenditure of capital, amounting to the sum of 23,626*l.* 0*s.* 9*d.*, in obtaining 4003 tons of ore, is only 3984*l.* 12*s.* 7*d.*—the proportion of Ballinoulds receiving 1446*l.* 12*s.*, instead of 722*l.* 10*s.*, the proportion to which, in equity, the company would be liable under the agreement entered into during the minority. Upon this subject, your board has only to state its expectation that the Queen's commissioners, now sitting in Dublin to inquire into the relations between landlord and tenant in Ireland, will also take cognisance of the laws relative to the leasing of mines, with the view of recommending the amendment of the Act 10 Geo. I., c. 3., by authorising guardians of minors and others named in the Act, to grant leases of mines as of lands, at the fair improved value, instead of limiting their leasing power, as under the existing law, to an ideal value as rent—say one-tenth of the gross produce—in all cases the lessee paying all expenses of working and dressing the produce for sale, which may lead to the opening of mines upon an extensive scale, by parties who would otherwise be deterred from treating where the leasing powers are restricted, as in cases similar to that stated, as well as to prosecution for the benefit of trusts, and corporations. At those mines there has been erected, in the past half-year, a spacious smithy; the great number of persons now employed, and the enlarged scale of operations there, requiring more extensive supplies in that department than could be conveniently prepared in the old smithy.—The present prospects of profit in those mines are satisfactory.

THE KILBRANNAN CONCERNS.—There has been some improvement in the returns from the collieries in the past half year, and the increased amount of profit may be considered a safe indication of further improvement: the extensive coal fields under lease being now fully opened, so as to afford supply for an expected increase of demand to a very considerable extent. In the meantime the very large stock of coal and culm on hand for some time past, as noticed in the last and preceding reports, induced your board to limit the output to the reduced scale of demand; but, in order that this reduction should not deprive any of the persons employed of wages sufficient for the support of their families, none have been discharged, and all have been employed four days in each week, at the customary rate of wages—an arrangement duly appreciated by the deserving men employed, for whose benefit, as much as for that of the company and proprietors, it was adopted. The quantity of coal and culm raised in the past half-year is 17,400 tons.

LOGANTOWN LEAD MINES.—The Logantown lead mines have been once more at work. The quantity of ore raised therefrom in the past half year is 200 tons, which, at the low price obtained for lead, is not sufficient to cover the cost of establishment and working expenses. The present prospects, however, are encouraging, and lead to expectation that the mines will become profitable before the close of the ensuing half-yearly account, by which period the works now in progress for opening the new mine discovered at the base of Logantown Mountain, Cumberstone, will be completed.

CAIRNS AND BALLYHEARD LEAD MINES.—There has been considerable improvement in the prospects at Ballyheard Mine. The lode which had disappeared at the thirty-seven fathom level, to 9 feet off by a cross or slide of the strata, has been found at the forty-seven fathom level, and, for so far, in very productive, where opened between the two levels. There have been raised from Ballyheard mine, in the past six months, 170 tons of ore, and the present prospect warrants expectation that increased returns, to a considerable extent, will be obtained in the ensuing half-year.

KILBRANNAN LEAD WORKS AND MINE.—The profit derived from your smelting works in the past half year is 68*l.* 1*s.* 8*l.*, and there is further improvement in the state of trading to favourable anticipations of ultimate success in fitting a great mine to this wealthy.—Having thus put forth the result of the workings in the past half-year, and the present prospects at each of the concerns, your board has only further to recommend that a dividend be declared, at the rate of 5*s.* per cent. per annum for the half-year now ended, to be payable on and after 1st February next.

Mr. CORK having moved the report and abstract of accounts, Mr. LOCKE said, there were one or two points on which he desired information before he agreed to the adoption of the report. He understood the company had sustained pecuniary injury by the loss of a vessel at sea, and he wished to be informed the exact amount of their loss?—The CHAIRMAN replied 370*l.*, the value of the ore on board; and, in answer to a question respecting the milk purchased by the directors, he said there had been a trifling profit of 40*l.* or 50*l.* from its working; but the meeting should bear in mind the great object for which it had been purchased was to give them the entire control of the water-power.

Mr. GUPPY was complimented of the amount of the dividend being less than at the last half yearly meeting; he contended that—since 1837—12,000*l.* had been added to their stock out of profits, and he could see no reason why one regular dividend should not be struck.—The CHAIRMAN, in explaining, said, the directors had reduced their own fees—the ministry had sacrificed 50*l.* a year—the miners, who used to live free, were all put on rents, and every thing had been done which a regard to the most rigid economy could suggest; if they paid the same amount of dividend as last year, they would be obliged to draw upon the capital, which would be extravagance—the dividend should be struck from the profits.

The reports and accounts were then adopted, and, Mr. ANDERSON moving a dividend of 5*l.* per cent. on the profits of the past half-year, which was seconded by Mr. J. PEASE.—Mr. J. CROMPTON begged of the directors to call at before they injured the company in public estimation, by reducing the dividend; he should move, as an amendment—"That the meeting do adjourn until Tuesday, to give the directors time for reconsideration."—The CHAIRMAN said, the directors had given the question their most serious consideration, and had come to the conclusion that they should not be justified in recommending a larger dividend.—Mr. CHAYTOR, after much conversation, consented to withdraw his amendment, and the original motion was carried unanimously.—Thanks were then voted to the chairman, and the meeting separated.

UNITED HILLS MINING COMPANY.

A special general meeting of the shareholders of this company was held at the office, in Adam's-court, Old Broad-street, on Thursday, the 11th inst., for the purpose of electing a director in the room of George Gibson, Esq., deceased.—The chair was taken at eleven o'clock by ROBERT CLARKE, Esq., who stated that the meeting was called for the purpose of taking a ballot for the election of a director. Mr. John Campbell and Mr. J. H. Tyas had offered themselves as candidates. In consequence of what transpired at a former meeting, as to the splitting of votes, he thought it his duty to take a case on the subject, and he should endeavour, in the exercise of his discretion, to act as impartially as possible under that opinion.—The opinion of counsel was laid on the table for the inspection of the shareholders.—The ballot then proceeded.—The CHAIRMAN declared that he should ask the first gentleman tendering his vote this question—*Are you a bond fide* proprietor and holder of those shares tendered with your vote?—The first gentleman who tendered his vote objected to give an answer to that question.—The CHAIRMAN stated that he would not, at that moment, reject his vote, but would let it remain in abeyance till the legal adviser of the company was present.—Mr. TYAS protested against the right of the chairman to put such a question.

A conversation arose on the tendering of some of the votes, and the question whether they could not be taken by proxy.—The CHAIRMAN decided, with the concurrence of the respective candidates, that it would be contrary to the deed, and, therefore, he could not accept such votes.—The only gentleman who refused to answer the question put to him was Mr. Bowles; but the CHAIRMAN thought, as there was no other to a similar position, he had better insert his vote.

At three o'clock, the CHAIRMAN announced the result of the election, which was—61 votes for Mr. Tyas, and 31 for Mr. Campbell.—Mr. TYAS was declared duly elected, and returned thanks. He thought there was something very faulty in the constitution of that company, which he would be happy to get corrected on the earliest opportunity.—Mr. TYAS said that Mr. Clarke had nothing to do with changing the constitution of the company; he then begged to move a vote of thanks to the chairman, which was seconded by Mr. CAMPBELL, and passed unanimously.—Mr. CAMPBELL returned thanks for the support he had received.—Thanks were then voted to Messrs. Dove and Clay (the scrutineers), when the meeting adjourned.

LONDON JOINT-STOCK BANK.

The half yearly meeting of the shareholders of this undertaking was held in the board-room of the bank, Princes-street, Mansion-house, on Wednesday, the 10th inst., and was fully attended.—The chair was taken by GEORGE TAYLER, Esq.—Mr. BOYLE (the secretary) read the advertisement convening the meeting, and then read the report of the directors, which was of a very satisfactory nature, and showed that the half year's profit, after all deductions, was 14,472*l.* 16*s.* 8*d.*, which sum was applicable to a dividend after the rate of 6 per cent. per annum. The whole of the report will be found in another part of this Journal. The balance-sheet was read, and laid on the table for the inspection of the proprietors. The total amount on both sides of the account was 2,702,296*l.* 10*s.*—The CHAIRMAN then moved that the report be received, which was seconded by a DIRECTOR.

Mr. Ald. HUGHES rose to discharge a duty imposed upon him, but in doing which, he wished it to be understood that he had the highest feelings of approbation of the conduct of the directors. Having been one of the founders, and for some years a director of this company, his attention had been drawn minutely to the progress and state of the bank. The worthy proprietor then alluded at some length to the custom of allowing 2 per cent. on current accounts, which he maintained was not now necessary to keep up, considering the low rate of interest, and the stability to which the bank had arrived. He made a calculation, which was, that the 2600 customers received at least, amongst themselves, 19,000*l.* a-year, which was taking so much from what would allow an increased dividend. He was sure the small amount of 2 per cent. was too trifling a sum to induce parties to come there, who, he was certain, would rather look at the stability of such a concern. He was talking to a bank director the other day, who had seen one of their books, where a large customer had 7*s.* to be paid to him as interest on his account current, but this was not the case generally, for in the last half-years' account, he saw himself entitled to 3*l.*, 4*l.*, or 5*l.*, in interest. He still maintained that the 2 per cent. interest was now but little regarded, for the customers would naturally have first in view the security they had for their deposits. Before proceeding further, he would ask the directors, what was the amount of interest paid to customers during the last two half-years?—The CHAIRMAN said, there was no objection to that. The amount paid to customers upon the minimum balance was 9238*l.*, and up to the 31st December, 10,739*l.*—Mr. Ald. HUGHES then proposed a motion for the cessation of any further interest on current accounts, or for a great reduction in the allowance to customers.—Mr. T. MOORE seconded the motion, which led to further discussion, to which Mr. Meek, Mr. Hopkinson, Mr. Gregory, Mr. Wilson, Mr. Cursory, and others, took part, when the worthy aldermen withdrew his proposition, and it was agreed to leave the question in the hands of the directors for consideration.—The report was then passed unanimously, and also the resolution declaring the dividend.

The CHAIRMAN then proposed—"That Sir G. Carroll, Ald., J. P. Durbrè, jun., Esq., J. C. Lochner, Esq., Sir J. M'Taggart, Bart., M.P., and G. Schoedtsch, Esq., be re-elected directors."—Mr. T. MOORE objected to the re-election of Mr. Durbrè, on account of his having elected for nearly two years, and absent from his duties.—The CHAIRMAN spoke of the debt of gratitude the bank owed to Mr. Durbrè, for his zeal and ability at the time of its formation, and he thought it would be harsh to reject that gentleman, who was shortly expected in England, and who had only been to the south of France through illness.—Several other directors spoke in favour of Mr. Durbrè, who was then re elected.—The other directors were also re-elected unanimously.—On the motion of Mr. Ald. HUGHES, thanks were then voted to the directors of the bank, which was seconded by Mr. KNIGHT, and passed unanimously.—Thanks were then voted unanimously to the chairman, and to G. Pollard, Esq. (the manager), when the meeting separated.

EASTERN COUNTIES RAILWAY COMPANY.

A special general meeting of the proprietors of this railway took place at the station, Shoreditch, on Wednesday, the 10th instant.—H. BROADBENT, Esq., in the chair.—Mr. DUNCAN (the law clerk) having read the advertisement convening the meeting, and the report, which merely embodied the resolutions to be put to the meeting, the CHAIRMAN said, the meeting was called to empower the directors to carry out the extension to Cambridge, Ely, and Brandon, and for that purpose to raise the necessary funds, it was the intention of the directors to propose that they be authorised to determine what parties should be entitled to receive shares for debentures, and should such shares exceed in number 140,000, that they be empowered to create 6*l.* 13*s.* 4*d.* debentures (5 per cent. stock), equal, in every respect, to each of the said shares.—Mr. ROGG opposed such plan, and moved as an amendment that no further number of new shares be issued, which was seconded by Mr. POOLE, and, after a long conversation, in which Messrs. LEE, HERVEY, DOUGLAS, DUKE, and RATHBONE, took part, the amendment was carried by a large majority.—The resolutions in the report, for the application to Parliament for the branches from Newport to Cambridge and Ely, and from Ely east to Brandon, and for raising 250,000*l.* in 140,000 shares, of 6*l.* 13*s.* 4*d.* each, to be appropriated among the proprietors, one quarter only subpœnaed, 12*s.* 6*d.* to be paid on each, and in the event of the Act not being obtained, such payment to be returned.—It was understood that a line to be constructed from Brentford to the Thames, and leased to the company at a minimum rent of 12*l.* per annum. The Harwich branch will also be constructed by an independent party, and leased for three years for 10,000*l.*, and afterwards at 8000*l.* per annum, in perpetuity.—Although the resolutions were protested, there appeared a general desire to promote the success of the undertaking, and thanks having been voted to the chairman, the meeting separated.

NEW MAGNETIC METALS.—M. DUFRENOY proved by a series of very delicate electro-magnetic experiments, that the following metals, hitherto deemed non-magnetic, are capable of being made so:—Copper (red and yellow), mercury, arsenic, antimony, bismuth, zinc, and lead.—*Annales de Chimie.*

GLASS WATER AND GAS MAINS.—The subject of glass mains is attracting much attention in France. Earthenware pipes have also been used on a small scale; they must not, however, be subjected to a pressure of two or three atmospheres, as the joints, being difficult to tie, give way, whatever cement may be used. For tying, some gut composed from cats and Roman cement, or the gut sausages by impermeable tissues at the joints, and they have been found so objectionable, on account of the frequent escapes and disturbance of the pavements for repairs, that the local authorities have objected to the use of earthenware mains in such situations. The glass mains, manufactured by Messrs. Bergeron, of Rive de Gier, are lined with bitumen, and may be screwed together. The weight is about a third or half of cast iron, and the cost laid down about 2*s.* 6*d.* per yard the for a 4½ inch bore. The pressure at present will not produce pipes of more than 4½ in. diameter, but in England, with the best glass of cast iron and the duty on glass, glass pipes are out of the question on economical grounds.—*Revue de Monde de l'Industrie: Civil Engineer and Architect's Journal.*

WOODEN RAILWAYS—PROSSER'S SAFETY BEVEL WHEELS.

At the Society of Arts, on Wednesday evening last, a paper, by Mr. W. Prosser, the patentee, on this subject, was read by Mr. Whishaw. It commenced, by stating that the cost which had hitherto attended the construction of railroads in this country, averages 25,000*l.* per mile, being 3000 miles at a cost of 63,500,000*l.* sterling; some of these work at a profit, others pay common interest, and many make no return whatever; short branches, therefore, could not be laid down without a sacrifice of capital, and an incalculable benefit would be conferred on the public by the introduction of an economical plan, which, without that risk, would promote rapid communication between towns and villages, and give them cheap and expeditious means of access to London, and to the great lines of railway. It might be calculated that wood pavement has caused a saving of one-half in the wear and tear of carriages, horses, and harness, and it had been proved that a saving equally great could be made in the construction of railroads, by the substitution of woods for iron rails. The paper then goes on to describe the construction of the rails, the form of the bevel wheels, and the functions which they perform, gives a description of the experimental line recently working at Vauxhall-bridge, with its curves, gradients, &c., all which appeared in our notice in the Journal for the 18th of Nov. last. It then proceeds to notice some of the advantages appertaining to wooden rails which do not exist in iron; however great the advantage of iron may be on a level, it diminishes rapidly as the direction rises, from a diminution of adhesion of the wheels to the rails, and the enormous expenses of long tunnels, deep cuttings, and high embankments are principally caused from this circumstance, but is entirely overcome by the substitution of these wooden rails; the great bite that the engine has upon the wood, enabling the engineer to follow the undulations of the country, and reduce the quantity of land, none being required for embankments. Railways of wood are easier to repair, and less injury is inflicted on the engines and carriages from concussion and abrasion, and there is scarce any noise, and no oscillation. It has been computed that a locomotive-engine running on wood, would wear longer than three on iron, and, if such be the case, a saving of 1000*l.* per annum, will be effected on each engine; the enormous weight also which engines are now made to weigh to insure a bite on the rail, may be dispensed with, as an engine weighing ten tons running on wood, has more tractive power than one weighing eighteen tons on iron, and as the concussion and abrasion on wood are so trifling, that carriages weighing one ton and a half, will be as strong as those running on iron weighing three tons! He next proceeds to notice the probable durability and consequent expense of the material here recommended. On the experimental line, Scotch fir was used, and after having sustained a traffic equal to twelve engines per day for seven years, the saw marks were not effaced; it is, however, intended to use beech rails in practice, and as Scotch fir, if subjected to pressure, will crush under ten tons, and beech will stand eighty-two tons before it begins to yield, it is impossible to calculate the period the latter would last under the heaviest traffic, the cost, however, of a complete renewal at any time may be calculated at not exceeding 400*l.* per mile.

The advantages of wooden railways thus constructed, in point of economy, comfort, and durability, and on feeders to the great and central lines already formed, must be apparent, which, to avoid expense and mechanical difficulty, have been compelled to traverse new and barren districts, and thus avoiding the usual roads, as well as provincial towns and villages, and innkeepers and other tradesmen, who had embarked all their capital in such situations, have been brought to ruin; but this description of railway would at once open a communication on the turnpike-roads, extending over 19,000 miles in England and Wales, through towns and villages now threatened with ruin, avoid monopolies, and throw the trade into the old established and well peopled lines; these branches would also pour into the main lines a vast accession of traffic, and yield to the proprietors a large and certain profit. The fares on railways thus constructed, if properly managed, will not exceed *two-pence* and *one penny* per mile, and, while it would thus secure accommodation to the poorer classes of society, will give ample profit to the shareholder. The great bar to the general introduction of railroads into Ireland has been their enormous cost, which the substitution of wood for iron rails will entirely obviate, and the advantages which would result to that country from railways, by giving employment to the population, by developing its vast (yet hidden) resources, by opening markets for her produce, and by uniting her more closely with other countries, are so important, that it is hoped the question of a general system of railroads in Ireland, founded on this economical plan, will receive the early attention of the legislature. A model of the experimental line of railway, with the proportionate curves, was laid down in the society's room, on which a locomotive, set in motion by clockwork, and drawing a waggon containing a 56 lbs. weight, ran several times during the evening—and gave great satisfaction, as to the facility with which the curves were passed, without any oscillation of the vehicle.

The first public line on this principle will shortly be commenced from the Woking Common station of the London and South-Western line to Guildford, a distance of six miles; the company is nearly complete, at the head of which are some of the most influential gentry in the neighbourhood, and Mr. Giles is the engineer. The prospectus will be found in our advertising columns.

MINE ACCIDENTS.

The Fatal Coal pit Accident at Dixon Colliery.—On Saturday, an inquest was held on the remains of the unfortunate men who lost their lives by this sad disaster—the details of which appeared in last week's *Mining Journal*. Ever since the occurrence of the accident, and when all hopes of recovering the men for the purpose of resuscitation were given up, the most strenuous exertions were made to clear away the rubbish and purify the pit, so as to enable the colliers to get at the bodies. After considerable labour, as well on the part of the proprietors, Mr. Walter Coffin, whose humanity is the theme of general praise, as on that of the workmen, on Saturday, about four o'clock, the remains of the twelve men were discovered. They were put into coffins, and brought to the little dissenting chapel of the colliery, where the inquest was held before Mr. Lewis Rees, coroner for the county. From the evidence adduced on the occasion, it appears that the deceased crossed through the negligent of the overman: it was his duty once to go into the pit every morning at three o'clock to examine all the bearings and stalls, and see if they were in a fit state to resume operations. He went down on the Monday morning in question, accompanied by a little boy, to whom he imprudently intrusted the task of exploring a particular stall; this duty the little fellow but partially performed, and in this particular stall it was that the foul air had generated, which was the cause of the melancholy and disastrous consequences. Even the common precaution of using the safety lamp was neglected, for the absence of any thing like a serious accident in this colliery for years, had made the parties careless and secure. Had an hour later in the day, when all the men would have been at work, and when most valuable horses would have been engaged in the operations of the pit, the loss of life and destruction of property would have been truly awful. After a lengthened investigation of the case, a verdict of "Accidental death" was returned, from an explosion, occasioned by the ignition of inflammable air. On the delivering of the verdict, the coroner adverted in terms of strong reprobation to the conduct of the overman, through whose neglect the calamity occurred, and left it to the jury to say whether he ought not to be committed on a charge of manslaughter. The jury intimated, that such a charge would receive an unanswerable from them, and the proceedings terminated.

Pontypridd Colliery.—An explosion took place at this colliery, which is situated at Newbridge upon Taff, and worked by Mr. J. Edwards. It appears, that through neglect, a door was left open in the partition that divides the level, which caused a rush of gas to that part where the lamb is, named William and David John were at work, and, coming in contact with their lights, instantly exploded—David received dreadful injuries, from which it is doubtful if ever he recovers; William was not so badly burned, and it is hoped will soon be enabled to resume his labour.

Llanelly.—D. Philip (of Pwyllhugl), collier, was killed while following his employ at Loughor colliery yard.

Aberaman Pit.—*J. Taylor* was crushed by a piece of coal falling upon him.

St. David's Colliery.—As a lad was "kibbling up" at the bottom of the pit, a lump of coal fell on his head, and killed him.

Rising Workhouse.—*T. Vallance* was drowned in a coal pit on Sunday.

Pembroke Pit.—Two workmen, R. and J. Angry, and T. Hopkins, employed at these works (the property of Messrs. Woodall and Sons, Wigan), were descending the shaft to work, when the sling connecting the chain of the basket to the winding rope broke, and they were dashed down with great violence; they all died from the injuries received.

Priory Vein Colliery, Neath.—*T. Hill* imprudently went to work with an open candle, contrary to the regulations of the colliery (each person being provided with a safety lamp), and the damp and having been ignited by some loose gunpowder, for which he had no permission, and an explosion, consequently, took place, by which he and three others were dreadfully burned.

MR. HENRY ENGLISH of No. 5, SHORTER'S COURT, THROGMORTON-STREET, CITY, having, at the instance of numerous friends, made the necessary arrangements for executing the business of AGENT in the PURCHASE and DISPOSAL of MINERAL and other PROPERTY, as also that of STOCK and SHARE-BROKER, is induced to submit the interest of the support of the subscribers to the *Mining Journal, Railway and Commercial Gazette*. The extended circle, arising from his immediate connection with that publication, may be fairly presumed to afford more than ordinary facilities and advantages in the transaction of business in mineral estate and mines agent; to which may be added, an intimate acquaintance, for the past fifteen years, with the mines and collieries of Great Britain and Ireland, as well as some parts of the continent.

SHARES WANTED TO PURCHASE.—Five hundth parts, or shares, in Stray Park and Combstone Vean; twenty shares in Legal and Commercial Life Insurance; fifty shares in Tincroft Consols.

*** It having been suggested to Mr. English to allow the CORRESPONDENCE of AGENTS and PARTIES connected with MINING in CORNWALL, and other parts of the kingdom, to be ADDRESSED to his OFFICE, they are respectfully informed that arrangements have been made, whereby LETTERS, PARCELS, &c., for agents, &c., in town, may now be forwarded, under cover, or by letter, to Mr. English, 5, Shorter's court, Throgmorton street, who will be happy to afford every accommodation for most ogent parties interested.

*** Plans, calculations, and reports of mineral property, upon being transmitted to the office, are duly registered.

5, Shorter's court, Throgmorton street.

PROSPECTUS OF THE LONDON AND GUILDFORD JUNCTION RAILWAY.

(TO BE FORMED ON PRIDEAUX'S PATENT WOODEN PRINCIPLE).

Capital, £——, in 1200 shares of £50 each; deposit, £5 per share, being 10 per cent. on the capital, as required by the Standing Orders of Parliament.

COMMITTEE OF MANAGEMENT.

George Marshall, Esq., Godalming. | William Haviland, Esq., Guildford.
Rose Donnelly Mangles, Esq., M.P., Guildford. | Charles Edward Mang'es, Esq., Poyle Park, Farnham.
Henry Currie, Esq., Cornhill, London. | James Morton Smith, Esq., Weyhills, Guildford.
Frederick Mangles, Esq., Guildford. | James Medcraft, Esq., Guildford.
George Silvester, Esq., Godalming.

With power to add to their number.

BANKERS—Messrs. Currie, Cornhill, London; Messrs. Mangles, Brothers, Guildford.

SOLICITOR—John Baird, Esq., Guildford.

ENGINEER—Francis Giles, Esq., London.

At a Public Meeting held at Guildford, attended by the most influential gentlemen of that town and its vicinity (E. Bowyer, Esq., High Sheriff, in the chair), a company was formed for the construction of a wooden railway, to unite it with the London and South-Western Railway at Woking. The line selected and approved is six miles in length. This junction railway will remedy the great inconvenience at present felt by the public connected with the southern side of Surrey and the southern and western parts of Sussex. The districts and country round Guildford, which are obliged to make it the channel of communication with London, extend over a space of probably 150 square miles, including many towns, at once developing the importance of this undertaking.

The present traffic now produces about £——per annum, which it is estimated will be considerably increased when the railroad is completed. The economy in the transmission of a railway forward of wood, and the considerable reduction in the wear and tear of the engines and carriages consequent thereon, insures to the proprietors, even upon the present traffic, a handsome per centage. Notices have been given, plans deposited, and the other necessary steps taken required by the standing orders of Parliament for obtaining an Act to the session of 1844. No proprietors will be liable beyond the amount of the shares subscribed.

Persons desirous of obtaining shares in this undertaking are requested to apply previous to the last day of January, 1844, when the subscription list will close, to Messrs. Mangles, Brothers, bankers, Guildford; Mr. Baird, solicitor, Guildford; Mr. George Hemming, 3, New Broad street, London; Messrs. W. and E. Dyne, solicitors, 61, Lincoln's Inn fields.

HARWICH RAILWAY, a CONTINUATION of the EASTERN COUNTIES LINE from COLCHESTER.

Capital £110,000, in 11,000 shares of £10 each.—Deposit 10 per cent; required to comply with the Standing Orders of Parliament.

PROVISIONAL COMMITTEE.

John Bagshaw, Esq., Harwich | Richard Harrison, Esq., Liverpool
John Bawtree, Esq., Colchester | R. W. Kennard, Esq., London
Samuel Crosier, Esq., Liverpool | E. Fuller Maitland, Esq., Shantead-park, Bucks
G. H. Errington, Esq., Colchester | Curtis Reid, Esq., R.N., London
David Hodgson, Esq., Liverpool

With power to add to their number.

BANKERS.

Messrs. Denison, Heywood, Kennards, and Co., London.
Messrs. Arthur Heywood, Sons, and Co., Liverpool.
Messrs. Mills, Bawtree, and Co., Colchester.
Messrs. Round, Gross, and Co., ditto.

ENGINEER—John Braithwaite, Esq.

SOLICITORS.

Mr. J. Duncan, 71, Lombard street; Messrs. Sparling, Turner, & Deane, Colchester.

The original capital of this company, fixed at £110,000, is now reduced to £110,000; and, upon the arrangements completed with the Eastern Counties Railway Company, is principally made a 6 per cent. stock in perpetuity, with the possibility of an increased return in future years beyond that rate.

An agreement has been completed with the Eastern Counties Railway, and has received the sanction of their shareholders at a general meeting, for leasing the line of railway to that company, at a rental of £——,000 per annum, for three years, and from afterwards, in perpetuity, with an equal division of the net profits between that body and the Eastern Counties Railway Company and this Company. The prospects of traffic are such as to leave no doubt that the interest on the capital will never be less than 6 per cent., while there is great probability of the annual returns being considerably more. The contractors have also been required to engage to pay out of the capital 5 per cent. interest on all moneys received by the company, until the road from the Eastern Counties Company shall become payable.

The estimate covers the construction of a single line to the waterside at Harwich, and the stations and land, bridges and culverts, for a double line, and sufficient accommodation, to an extensive pier, for the traffic to and from the railway and the sea; and the engineer has provided contractors, with responsible sureties, who have undertaken, for the sum of £——,000, to execute the whole of these works, purchase all the land, and rear the Parliamentary and preliminary and other expenses, engineering, surveying, and superintending, and a per cent. on the calls paid during the progress time of the line as before mentioned, and bear every contingency, so that no excess of responsibility can possibly fall upon the proprietors.

The time occupied in travelling from London to Harwich by railway will be three hours and a half, considering the circuitous of that part, the inconvenience of all travellers, and the ample depth of water for the largest steamers at any states of the tide, there can be no doubt that while this work will regain all its former high standing as the most perfect outline of the east coast of England, the more convenience of a railway and rapid transport to the metropolis must attract a vast number of passengers from the north of Europe generally, but more particularly from Scarborough, Hartlepool, Belgium, and also from the east of Scotland. A large quantity of fish, fresh, pickled, or dried, and general merchandise may also be expected to pass along this line, and yield a considerable revenue.

A large proportion of the shares have been subscribed for, and applications for the remaining shares must be made (which is the preliminary connection of the Harwich Railway Company, at the Eastern Counties Railway office, Shoreditch; to Mr. Bawtree, of Lexden, near Colchester; Messrs. Bagshaw, of Harwich; and Messrs. Lacy, as to shares, Highfield cast of Whitley, Liverpool. The deposits will be called for, to be paid on or before the 20th of January, and the calls will be made as the works proceed, which are to be completed within twelve months from the commencement being commenced of the line.

Arrangements will be made by the Act of Parliament for the transfer of all but a limited number of shares for supporting the establishment of this company of the town by the Eastern Counties Railway Company, but immediately and entirely by the appointment of that company as the trustee for the Harwich shareholders, to which also the annual expenditure connected with the department of the Harwich Railway will not exceed £—— per year, £——.

HALL OF COMMERCE, and GENERAL SUBSCRIPTION ROOMS, LONDON.

BOARD OF DIRECTORS.

SIR GEORGE LARPENT, Chairman.
JOHN CAYLEY, Esq., Deputy-Chairman.

William Brown, Esq. | James Pattison, Esq.
James Cant, Esq. | Sir John Dean Paul, Bart.
Robert Farquharson, Esq. | John D. Powles, Esq.
William Fowler, Esq., M.P. | Henry James Prescott, Esq.
John Lewis Ricardo, Esq. | Baron L. de Rothschild.
Samuel Rucker, Esq. | David Salomons, Esq.
Thomas Shadick, Jun., Esq. | John James Sperling, Esq.
Richard D. Sturgis, Esq. | Martin Tucker Smith, Esq.
John Wilson, Esq., M.P. | Sir Simon Throckmorton, Bart., M.P.
Henry Kingscote, Esq. | Thomas Wentworth, Esq.
James Robertson, Esq., M.P. | George Frederick Young, Esq.

THE HALL OF COMMERCE has been erected to provide a central point of meeting in the commercial world for the merchants, bankers, ship-owners, manufacturers of the United Kingdom, capitalists of colonies, foreigners engaged in commercial or other pursuits, and the public in general.

The BUILDING NOW offering is provided with all the leading foreign and British newspapers, and general commercial intelligence from all parts of the world, ships, marine, insurance, chronicles, names and addresses of merchants, list of ships sailing to all parts of the world, prices current, circulars, and books of reference on commercial subjects.

There are also rooms for PRIVATE INTERVIEWS, and FIRE-PROOF VAULTS and SAFES on the deposit of valuables.

In addition to the above conveniences, the subscribers will have the use of an EXTENSIVE LIBRARY on COMMERCIAL SUBJECTS.

The establishment will be conducted on the principles, under the superintendence of a board of committees.

TERMS OF SUBSCRIPTION PER ANNUM.

Persons residing in London, or within twelve miles £1 11 6
Persons residing at a greater distance 1 1 0

Subscriptions, if cancelled 1.

The board of superintendence of the Hall of Commerce will have to refer many questions to this institution. It has been built and established at a vast great cost, by a single individual, for the convenience of the commercial community of the city of London, with a degree of perfection never before the attempted in this country.

The subscription is low enough as to preclude a doubt as to the amount of subscribers, in proportion to the magnificence offered, which are set forth in the above prospectus; and the terms are of variation, that, with an understanding with some of the existing establishments appropriated to meet the interests of trade, there may, nevertheless, also be found employment for a very large mass of persons in the city of London, by capital having London residences as subscribers of this, and to give terms from the Continent and other foreign parts.

GEORGE LARPENT, Chairman.
JOHN CAYLEY, Deputy-Chairman.

N.B.—A notice needs to save upon the first examination to the subscribers.

EASTERN UNION RAILWAY.

PROVISIONAL COMMITTEE.

S. D. Alexander, Esq. | W. Long, Esq.
J. Abbott, Esq. | W. Long, Esq. (High Sheriff of Suffolk).
John Cobbold, Esq. | Charles May, Esq.
J. C. Cobbold, Esq. | Captain Parker.
John Fonnereau, Esq. | Robert Rascoone, Esq.
John Gotwell, Esq. | The Rt. Hon. Lord Rendlesham, M.P.
J. G. Hart, Esq. | William Rodwell, Esq.
Jeremiah Head, Esq. | The Hon. Arthur Thellusson.
George Jessopp, Esq. | John Tollemache, Esq., M.P.

HONORARY SECRETARY—J. C. Cobbold, Esq., Ipswich.

BANKERS.

Ipswich ..... Messrs. Alexander and Co.; Messrs. Bacon and Co.
Colchester ..... Messrs. Round and Co.
Manningtree ..... Messrs. Alexanders and Co.
Stowmarket ..... Messrs. Oakes, Bevan, and Co.
London ..... Messrs. Glyn, Hallifax, Mills, and Co.
Liverpool ..... The Bank of Liverpool.

ENGINEER—Joseph Locke, Esq.

SOLICITORS—Few, Hamilton, and Few, Covent-garden; W. O. Hunt, Whitehall.

The Eastern Union Railway has been projected for the purpose of connecting the towns of Colchester, and thereby the metropolis, with the populous towns of Ipswich and Bury, the city of Norwich, and also with the east of England, by a line, commencing at the terminus of the Eastern Counties Railway, at Colchester, and passing close to Ipswich, and thence by Stowmarket to Bury-st. Edmund's. It is intended to apply to Parliament next session for leave to form the first portion of the line—viz., that between Colchester and Ipswich—the capital required for which is £——,000, to be divided into 4000 shares, of £10 each, and on which a deposit of £5 per share must be paid in fulfilment of the Standing Orders of Parliament, the documents required by those orders have been deposited, and the necessary notices given. As respects the traffic on this first portion, it is only necessary to state, that after allowing 40 per cent. for the cost of working the line, and, after doubling only the present existing coach traffic, the return from passengers alone (without taking into the account the passengers by steam-boats, the transport of merchandize, parcels, cattle, grain, fish, and heavy goods) will exceed 7½ per cent. on the capital required.

Prospectuses, with a map, may be had of, and applications for shares may be addressed to, the honorary secretary; the solicitors; Henry Francis, Esq., of the Stock Exchange, and 57, Threadneedle street, London; Messrs. Forsyth and Pritchard, Liverpool; John Barlow, Esq., Exchange-street, Manchester; Messrs. Bell and Rhodes, Leeds; Messrs. Rochester and Alcock, Glasgow; or Messrs. Collinson and Flint, Hull.—December 27.

NEWBURY, BASINGSTOKE, LONDON, AND SOUTHAMPTON RAILWAY.

Capital £——,000, in 12,000 shares of £25 each.

Deposit £2 10s. per share, to comply with the Standing Orders of Parliament.

Each subscriber's liability limited to the amount of his subscription.

PATRONS.

The Right Hon. the Earl of Carnarvon
The Right Hon. the Earl of Craven
The Right Hon. Henry Pierrepont
William Lyde Wiggett Chute, Esq., M.P., the Vine, near Basingstoke
Edward Walter Blunt, Esq., Kempshott park, near Basingstoke

GENERAL COMMITTEE.

* The Right Hon. the Earl of CARNARVON, President
* EDWARD BRICE BUNNY, Esq., Vice-President, Speen hill, Berks

Alexander, John, Esq., Alderman and County Coroner, Newbury
* Ashworth, the Rev. John Harvey, Burlyne, East Woodhay
Bereton, Col., East Woodhay, Newbury
* Chaplin, William, Esq., Ewhurst-park, Basingstoke
* Croft, Archer James, Esq., Greenham-lodge, Berks
Dibley, George, Esq., Newbury
Dredge, Wm., Esq., Mayor of Newbury
* Eyre, John Lewis, Esq., 7, Hinde-street, Manchester-square
* Eyre, Vincent, Esq., Wilton-crescent
Gray, E. W., Esq., J.P., Ald., Newbury
* Gilbert, Henry, Esq., Devizes
Higgens, George Scarr, Esq., ex-Mayor, Newbury
* Humphrys, Ambrose, Esq., 11, Upper Wimpole street, London
* Lamb, George, Esq., Basingstoke
* Mills, William, Esq., Newbury
Pole, the Rev. Richard, Wolverton
Satchell, John, Esq., Newbury
* Slocock, C., Esq., Donnington, Berks
Townsend, the Rev. J. C., Newbury
Villebois, F., Esq., Benham-park, near Newbury

With power to add to their number any person who shall take twenty or more shares, and any landowner affected by the line to the probable amount of £100.

The committee of management is chosen from, and elected by, the general committee, no person being eligible unless a subscriber to the amount of forty shares. It at present consists of those members of the general committee distinguished by the * in the above list.

BANKERS.

Messrs. Bunny and Co., Newbury
Messrs. Cole and Co., Basingstoke
Messrs. Maddison and Pocock, Southampton
Messrs. Williams, Deacon, and Co., Birch-in-lane, London

ENGINEER—Joseph Locke, Esq., F.R.S.

SOLICITORS.

Messrs. Gray and Godwin, Newbury; F. T. Bircham, Esq., 15, Bedford-row, London.

SOLICITOR TO THE COMMITTEE—Henry Godwin, Esq.

This undertaking will complete an entire line of railway communication between Newbury and London on the one hand, and Newbury and the English Channel at Southampton and Portsmouth on the other, and will probably form an important link in a chain of more direct railway communication between the northern, midland, and southern districts of the kingdom. Those latter objects the promoters feel to be scarcely less important than the connection of Newbury and its neighbourhood with the metropolis. The cost of the line has been estimated by Mr. Locke at £——,000, and responsible contractors can be immediately found to undertake the works at the estimate Mr. Locke has reported. Mr. Pare has estimated the annual receipts likely to arise from passengers and goods, upon a low calculation, at £——,000. The London and South-Western Company have agreed to pay a net annual rent in perpetuity equal to 5½ per cent. on the outlay, and also, in addition, to divide equally with the shareholders the profits arising from the contemplated line, after payment of that rent. This guarantee of 5½ per cent. will be given on the security of the entire South-Western line (which divided nearly £——,000 amongst its proprietors during the last year), and will have a priority over dividends. Should the above mentioned gross revenue of £——,000 be secured at an expense of 40 per cent., there will be an annual net profit of £——,000 after deduction of the rent of £——,000; for division between this company and the South-Western Company, after which the dividend of the shareholders in this line would be at once raised to 9½ per cent. Other undertakings have, on their projection, held out promises of higher remuneration, but none have offered the more certainty of a fair return for the capital invested, and secured to the subscriber the same large interest in the prosperous advantages of the undertaking.

Interest, at the rate of 5½ per cent. per annum on the amount paid on the shares, will accrue immediately after the passing of the Act, and not further call will take place until after the Act has been obtained, nor will exceed £5 per share, nor be made without three months' notice.

The establishment of the proposed line is cordially and generally desired by the inhabitants of Newbury and of the surrounding country, and the project will receive the consideration of those who, although unconnected with the neighbourhood, are desirous of obtaining for their money an investment combining the safety of a mortgage with the regularity of the funds, and offering a higher rate of interest than any Government security admits of.

Applications for the remaining shares may be made, until the 20th January next, to Messrs. Gray and Godwin, Newbury, and Mr. Bircham, 15, Bedford-row, London, from whom, and from the several members of the general committee, prospectuses and further information may be obtained.

GRAVESEND, ROCHESTER, AND CHATHAM RAILWAY COMPANY.

Capital £——,000, in 12,000 shares of £10 each.—Deposit £2 10s. per share.

PROVISIONAL COMMITTEE.

Charles Perkins, Esq. | Edward Perkins, Esq.
Henry Weston, Esq. | Stephen Phillips, Esq.
Jeremiah Rowley, Esq. | William Mayhew, Esq.
Thomas B. Simpson, Esq. | John Dawkins Lawson, Esq.
Henry Rose, Esq.

SOLICITORS—T. E. Bramall, Esq.

BANKERS.

Messrs. Masterman and Co.; Messrs. Barnett and Young, Borough Bank.

SOLICITOR—Mr. Herbert Stevens.

OFFICES OF THE COMPANY—16, Threadneedle-street.

It is proposed that this line of railway should be constructed from Chatham to Gravesend, passing through Rochester (at which place there will be a station, for the convenience of numerous visitors who continually resort to that interesting neighbourhood), then crossing the Medway, proceeding along the north side of the Valley of Capstan, near the village of Cuxton, then passing through Platt Green by Wrotham-street Bottom, near the quarries of Greenhithe, having an interview at Southernhithe pier. The large population of Gravesend, Chatham, Rochester, Strood, and the vicinity, with the great intercourse between those places, as well by the inhabitants as by persons travelling on business from or towards the metropolis, renders the proposed line of railway one affording commercial advantages to the undertaking, and of great utility to the public. All the requisite information have been supplied with a view to application to Parliament in the next session.

An extension of the original Parliamentary project to complete the line, including the purchase of land and the erection of stations, and every other cost, except engineering and Parliamentary expenses, has been carefully made, with the same amounts to the sum of £——,000, and the committee have every reason to believe that the same will be completed according to such estimate—contractors of the highest respectability having offered to execute the works for the compared sum.

In estimating the expense of locking and working the line, ample provision has been made for the employment of locomotive power; but the committee having made a satisfactory inquiry as to the mutual economy with which the Dublin and Kingstown Railway has been long worked on an atmospheric line, and their engineer having satisfied himself as to the advantages this plan of working possesses, more especially in adapting it to the undulations of the proposed line of communication, with as a means of keeping the capital within a very moderate compass, and increasing the profits by a reduced charge of working.

The business, based upon only the present traffic, shows a profit of 11½ per cent., after supposing the whole of the capital to be expended on every—and, after ascertaining fully passing to and from, at an average of 2s. each way £——,000
Costs of working, including all rates and other expenses 14,000

Profit ..... £——,000

All applications for shares must be addressed to the provisional committee, at the offices, 16, Threadneedle-street, and must be sent in on or before the 15th Jan. inst.

Prospectuses, with forms of letters for shares, may be had at the offices, 16, Threadneedle-street, and also of the bankers.

LONDON AND BIRMINGHAM RAILWAY.—Notice is hereby given, that the FEBRUARY HALF-YEARLY GENERAL MEETING of the court of proprietors of the London and Birmingham Railway Company will be held in London, at the Euston Station, on Friday, the 9th of February next, at Eleven o'clock in the forenoon.—The chair to be taken at Twelve o'clock precisely.

GEORGE CARR GLYN, Chairman } of the board of
JOSEPH F. LEDHAM, Deputy-Chairman } directors.

Office, Euston Station, January, 1844. R. CREED, Secretary.

Note.—The books in which transfers of stock and shares of this company are registered will be closed from Thursday, the 25th January, to Saturday, the 10th February, inclusive, and all transfer deeds for registration must be deposited in this office on or before the 20th January, to enable the proprietors to the forthcoming dividend.

EASTERN COUNTIES RAILWAY COMPANY—UNREGISTERED SCRIP.—Notice is hereby given, that to entitle shareholders to participate in the perpetual 5 per cent. extension stock, in right of their scrip shares, it is indispensable that the UNREGISTERED SCRIP should be sent in for REGISTRY on or before the 15th inst.

By order of the board.

Offices, Shoreditch Station, Jan. 10. A. BULKELEY, Secretary.

TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, and OTHERS REQUIRING FINE GREASE for MACHINERY and AXLES of every description.—JOSEPH PRICE'S IMPROVED ANTI-FRICTION GREASE is—after trials on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public.

References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Green-street, Wellington-street, Blackfriars road, London.

HER MAJESTY'S DOCKYARDS.

SIR W. BURNETT'S PATENT having undergone NINE YEARS' TRIAL IN ALL CLIMATES, is now in daily extensive operation in the above national establishments, as well as by many public companies and private individuals.

This PROCESS preserves TIMBER from DRY-ROT, and, when desired, renders it incombustible.

It is cheap, innocuous, and easy of application.

It may be used to ordinary wooden tanks, and does not, therefore, require hydraulic machines, except for the sake of expedition.

It seasons the greenest wood in a very short time, and renders the commonest domestic timber equal to the best foreign.

CANVAS, CORDAGE, COTTON, and WOOLLEN are not only preserved from ROT, MILDEW, and the attacks of MOTHS, but are unchanged in colour, and rendered even stronger than before.

Numerous specimens and testimonials may be seen, and every information upon its objects and application will be given, at the Company's offices,

55, KING WILLIAM-STREET, LONDON-BRIDGE.

PROVIDENT CLERKS' MUTUAL BENEFIT ASSOCIATION AND BENEVOLENT FUND,

No. 60, KING WILLIAM-STREET, LONDON-BRIDGE.

TRUSTEES.

Thomas Baring, Esq. | William George Prescott, Esq.
Jeremiah Harman, Esq. | Baron Lionel de Rothschild.

Treasurer of the Benevolent Fund—John Abel Smith, Esq., M.P.

This society has a guaranteed capital and large invested funds, and presents important advantages to clerks and their families.

Members of this association, in case of illness, have all the privileges of the Sanatorium, Devonshire place House, New road, at one-half the usual weekly expense, including residence.

Proposals for assurances, prospectuses, and every information, may be obtained at the office. GEORGE THOMAS, Chairman.

Just published, Part I.,

COMBUSTION of COAL, CHEMICALLY & PRACTICALLY CONSIDERED. With coloured plates.

By CHARLES WYE WILLIAMS, Esq.

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Fisher, Son, and Co., Newgate-street, London.

NOTICES TO CORRESPONDENTS.

The MINING JOURNAL is regularly published about Two o'clock on Saturday afternoon, at the office, No. 26, FLEET-STREET, where it can always be obtained and there is no cause for irregularity in the supply, in town, other than neglect on the part of the agent through whom it is ordered; but, no respects its transmission to country subscribers, the blame is chargeable with the Post-office authorities.

With our present Number is given the Index and Frontispiece to Volume XIII., being for the past twelve months; and it is with pride we refer to it as including a greater variety and body of information, appertaining to Mining, Railway, and Scientific News, as well as the Proceedings of Public Companies, than any other periodical publication of the day, accompanied by upwards of two hundred and fifty columns of Original Correspondence on practical and scientific subjects. The number of complete volumes for 1843 being limited, an early application should be made, as also for back Numbers.

THE MINING JOURNAL.—The crowded state of our columns, arising from the length of Foreign Correspondence and other matters of immediate interest, which cause to hand at a late hour, necessarily precludes the insertion of a letter received from "H. E.," so well as some observations we had prepared in reply to the remarks contained in "R. W.'s" letter. The communication of "E." Liverpool, inserted in our present Number, is highly deserving of attention, and will, doubtless, attract that of other correspondents. We could wish that others would profit by the example thus set them—that of combining themselves to one point, and not allowing their communications to indulge in personalities, or matters of a discursive nature. We hope our hint will be taken in a friendly part, for we are ready to admit the value of the letters of our correspondents, and the importance of the information rendered, and to which they appear to have ready access.

ANCIENT MINING.—We intended to have followed up our observations of last week, but have been prevented doing so, in consequence of not receiving some statistical information we require; but the subject shall not be lost sight of. Communications on this subject would be valued. We find, however, some errors crept into our last statement, which shall be noticed on our again returning to the subject.

IRON TRADE.—In our account of the iron works of South Wales, on the 30th ult., the Clydach Works were omitted; they have three furnaces in blast, and one out—weekly make, 300 tons.

MINING IN THE EASTERN DISTRICT OF CORNWALL.—The communication of "J. S. D." arrived at too late an hour to admit of insertion this week. We thank him for his continued favours, but would suggest, if practicable, the transmission of his notes earlier in the week. We can understand his slip of it to be that of giving the latest intelligence—and will in future, to meet his convenience, make arrangements for his and other communications of a like nature to appear if received by the Friday morning's post.

"Argus's" letter, on the United Mills' system of management, would have been inserted but it bore too personal to its columns. We should be glad to receive further communications from "Argus," and which, if founded of the objections alluded to, shall receive every attention of our hands.

RAILWAYS IN GERMANY.—We perceive, by the *Journal des Chemins de Fer*, that the article which appeared in the *Mining Journal*, on the 23rd ult., was copied into that paper. We were indebted for the information to a respected correspondent, on visits at the time, and were not aware of its having been published, or we should, undoubtedly, have acknowledged its source. Where does the Editor, we may ask, obtain the S. E. Belgian's papers?

IRON TRADE.—"P.," No. 1."—We intend, as an early occasion, to prepare a statement of the causes alluded to. Are our correspondent cousin to? All information, on a subject so important, is at the utmost consequence, and our columns are ever open to communications.

"A Conservative Miner."—We have to express our regret that time and space would not admit of the insertion of our correspondent's letter this week. It shall appear in our next.

The Monthly Circular of Messrs. Pullar and Co., of Manchester, presents its usual ample details of the transactions of the past month, with the present state of the manufactures of that district, which appear to be in a healthy state: stocks light, and manufacturers wishing to reduce only. Commencement of this volume are at all times acceptable.

"An Old Miner," and "A Shareholder in the Dukes," in our next.

Received,—"A Constant Reader."—"H. J. C."—"A Reader in Cornwall."—"J. Dodds."—"A West Briton."

A new publication has recently made its appearance, entitled the *Manufacturers' Magazine of Patent Applied Science, &c.*—the contents of which are chiefly devoted to an examination into the merits of the most prime recently patented, with the view of stimulating the ingenious under contempt. That we think the subject one of paramount importance, the space assigned for the discussion in the *Mining Journal* leaves ample testimony; and to those inventors for more accurate details than they have already become presented through us, we recommend to read the *Manufacturers' Magazine*. We are pleased at seeing such a work established, as it evidences a desire to assist, on the part of the projectors, to their endeavours to force the manufacturers, and others using engines, to adopt some one of the valuable inventions proposed, and which cannot fail proving not only greatly beneficial to their own interests, but tend materially to relieve the district, whatever that may be situated, from existing nuisance, and other attendant evils—and desirable.

The useful and welcome "annual," the *Mining Register and Diary of Companies, Engagements, and Events*, has come to hand. We find it more necessary to say, that we have read the last *Diary* from the first page to the last, and found it to worth the price—plates we recommend on its strength—it contains much valuable information, well arranged against the share or other purposes—it is a convenient size, and, as a whole, especially adapted for the purposes intended.

We have received a copy of the *Municipal and Poor Law Gazette*, in its new form, which is decidedly an improvement on the *Poor Law Guide* (of which it is a continuation), and we think likely to become a work of importance to that portion of the public interested in matters relating to local jurisdiction, to whom it is more immediately directed.

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, JANUARY 13, 1844.

The report of the proceedings at a meeting of the proprietors of the Mining Company of Ireland, held on the 4th instant, presents one or two features on which we are disposed to remark, as we are anxious to see employment given to the labouring population of the Sister Isle—at the same time, that it is gratifying to record the application of capital being attended with profitable results. We are perfectly sensible, that, whether in England or Ireland, no works are undertaken without a view to the "pocket," however humane and philanthropic may be the adventurers, and who may, in many instances, be influenced by the purest motives. We feel that those who thus afford employment to the distressed, and who, as in this instance, have expended a capital of 140,000*l*., on which they are now receiving 10 per cent. per annum—the value of the shares into which the company is divided representing 220,000*l*. or 5 p. ct. pm., are the best friends of Ireland; whilst the failure of the potatoe crop, the distress which universally exists in one or other district, would needs be met by Union-houses (palaces in Ireland), to which the hungry and distressed are invited from their mud cabin, with the inducement held out of separation of man and wife—the parents from their children. This is one of the panaceas put forward for Ireland; while private bounty and charity can effect, comparatively, but little. Let us, then, consider how much is due to the real benefactors of Ireland—those who, by their capital, afford employment for the peasantry. We have not at hand a report of the number of men employed by this company at their several works, but with which we hope to be favoured by the politeness of Mr. PURDY, when we shall recur to the subject, confining ourselves, in the present instance, to the report now presented.

Taking, then, the report before us, we find that, during the past half-year, the aggregate profit amounts to 9004*l*. 18s. 9d., of which sum 1514*l*. 5s. 6d. has been expended in improvements at the Knockmahon Copper Mines and Slievardagh Collieries, with a view to their further extension and working; to which add a further sum of 389*l*. 19s. 6d., written off for debts—thus leaving 7000*l*. 13s. 9d. net proceeds, out of which, as we have already observed, a dividend has been declared after the rate of 10 per cent. per annum, while the assets of the company amount to 57,395*l*. 18s. 1d.—the mineral produce alone being estimated at 32,181*l*. 17s., and the cash and good debts 23,623*l*. 8s. 9d., whilst the company's debts, after deduction of produce of ores lately sold, amount only to 3642*l*. 3s. 8d. —thus leaving a surplus of 53,753*l*. 14s. 5d., and *this* the assets of one mining company in Ireland, whose operations are confined to five points only. We trust, ere long, we shall find that the state of Ireland will warrant the investment of capital in mining pursuits; for, unfortunately, with the sympathy evinced for the Repeal Union by America, it is hard to say how soon O'CONNELL and the repealers will sympathise with that country, not only in sentiment, but action, by repudiating the claims of the "Sassenach."

However, one thing is clear—this is the proper time for investment in Ireland, whether for mineral or other property, by those who have confidence in Government, and the strong arm of the law.

It is with much satisfaction we learn, from a letter addressed us by our intelligent correspondent, Mr. M. DUNN, that the Patent Safety Fuse has been introduced in the collieries in the north, with advantage to the collier of the saving of one fourth the cost to which he was subjected by the use of gunpowder in blasting coal, which is found necessary in many of the seams. This advantage, it appears, is not confined to the working collier, but is participated in by the coal proprietor and consumer, the coal so obtained being "much less broken and shattered." We, however, regret to find, that, even in the use of this article, where a saving is manifest, the collier hangs to those prejudices which have attended him from his boyhood, and that the safety fuse is not held in favour. We regret this, because it only affords additional proof that measures must, of necessity, be resorted to by the coal proprietors as a body—if that economy and safety are to be set at nought, so that the prejudice of the uneducated collier may not be interfered with.

If this were a single instance, we might pass it by; but, when we find that the like prejudice exists as regards the wire rope, and even the safety lamp (many accidents having occurred with the latter, from the obstinacy or carelessness of the collier), we cannot but repeat, that some measures of a far more coercive character than those adopted by the employers must be resorted to. We feel the difficulty which exists in cases like the present, and that great caution should be exercised in giving to the master or agent powers which might be improperly used—and which, we fear, can only be obviated by recourse to Parliamentary interference, and the appointment of officers in the different districts, whose duty it should be to determine and report to Government on any changes which might be effected. We have, however, treated more fully on the subject in another place, in adverting to the continued fatal accidents it is our duty to report—the avoidance of which, in many instances, we should hope, would result from the appointments to which we refer.

We regret to find that our contemporaries from the Newcastle district to that of Liverpool, not to advert to the numerous articles which have appeared in local papers published in the intermediate districts, have appeared in local papers published in the intermediate districts, feel with us that the "strike" of the colliers is one too important to be allowed to pass by without especial notice. It has been the province of the press to abstain from leading themselves to agitation, by noting the proceedings, which have, from time to time, taken place, being anxious not only to avoid giving publicity to these mischievous measures, but in the hope that the excitement of the moment would pass away, and that an understanding between master and man would be the result—that where abuses existed they would be corrected, and that, with the new year, unanimity would once again prevail. Unfortunately such is not the case. Our contemporary the *Liverpool Times* says:—

> The circumstances which have taken place amongst the colliers, since the commencement of the new year, seem to indicate that the present differences between them and their employers cannot be amicably adjusted, and that the result must be a general strike. In every instance the men have refused a proffered advance of wages. The reasons for this seemingly strange conduct are to be found in the fact that the delegates of the colliers, who held a great meeting at Manchester last week, have not yet, as they say, matured their plans, and that, probably, considers that the acceptance of an instalment of their demands would be only a temporary benefit at the sacrifice of a larger ultimate advantage.

We now turn to the *Newcastle Advertiser*, which, in a lengthened and very able article, adverts to the position of the colliery owners and the colliers themselves—the latter misled by a set of unionists, who (designated delegates) would impoverish the working miner, and, in the end, bring about (which we prophesy must be the case) a union of masters to oppose combination. We have all along said that one district cannot govern others; the one may possess facilities which the other has not—again, the one may be well located, with a good market, while another colliery may be wrought rather for the benefit of the [illegible] collier than the profit of the owner. All this is so notorious, [illegible] were but a waste of words did we dwell on the point. Let us, [illegible] at what says our contemporary. After remarking on the [illegible] "miscreants," who are employed to discuss and instruct, whose [illegible]) have to be delivered by the workmen, he proceeds to [illegible] the grievances of which complaint is made—*of course* [illegible] observations, we presume, to that district with which [illegible] well believes him to be best acquainted. We are then told [illegible] while the average wages receivable by pitmen and hewers at the [illegible] time is 4*s.* 6*d.* to 5*s.* per day!

The object of the union is to compel the owners to "bind" a larger number of men than can be employed, limiting them to earn 3*s.* 4*d.* per day only—thus embracing the aged, the infirm, the idle, and the dissolute. The article, as treating on the "bonds" into which the coal-owner and the collier enter, is of so much interest and importance, that we purpose transferring it to our columns in our next Number, when we shall recur to the subject.

It is somewhat curious, by way of addenda, to find that the delegates at Manchester fixed 3*s.* 6*d* per day as the pay of the collier in the Lancashire and Staffordshire districts, while those in the north were to be secured 3*s.* 4*d.* per diem. Firmness on the part of the masters will have its effect, and we hope teach a lesson to the misguided men, in future not to place reliance on delegates or lawyers.

The late fatal accident at Dinas Colliery, whereby twelve lives were lost—adding another to the fearful items of the list, now in course of preparation, with the view of being presented to the House of Commons by Lord ASHLEY—cannot (although a matter of ordinary occurrence, as colliery accidents have become) be passed by unnoticed and unobserved upon. With the letter of "Humanitas," which appears in another place, we quite concur; and fully assured are we that no good will ever be achieved until the protection of the life of the collier and miner becomes a *Legislative* measure, and compulsory. We last week gave a short account—necessarily brief, from the paucity of information to be acquired in this, as in all instances of colliery explosions—and we this week give the report of the proceedings at the coroner's inquest, which we copy from a contemporary.

It is hard to think, that, with a medium such as the MINING JOURNAL presents—with a knowledge, on our part, that it circulates throughout the district where the fatal accident occurred—no one has communicated any of the sad tidings; and it is to the local press alone we are indebted for such information as we convey. Is there, we would ask, no one colliery owner or agent who would lend his aid in the cause of humanity which we have in view—that of protecting the life of the collier, and shielding his family? It would appear not; and, although we are in hopes that when Parliament takes up the subject we shall find some most willing to lend their assistance, we shall well understand the motive from which such a course of conduct springs.

From the proceedings at the inquest, it appears that the cause of the accident is attributable to the neglect of the agent, to whom was intrusted the important duty of entering the various headings and points of working before the collier was let down, and who, careless and neglectful of the important trust reposed in him, left to a boy the onerous charge of inspecting the colliery, or parts of it, and which appears to have been neglected. The lamp, we understand, was even without the protective wire gauze; which we have ever been led to believe is its main protection—CLANNY, UPTON and ROBERTS, and others, in their improvements, never cast aside the gauze; and the experiments made by order of a committee of the House of Commons, at the London University, by Mr. PEPPERA (although on such occasion no one lamp was proved to be "safe") yet must have afforded conclusive evidence that much of the protection afforded to the miner arose from the cylinder of gauze by which the light is encircled.

There is one circumstance connected with this inquiry which will be found to bear out fully the observation of "Humanitas"—that coroners' juries are either interested or ignorant; we would hope the latter, in the present instance—for we find, that on the coroner submitting to them that a charge of manslaughter might—and, indeed, should be—preferred against the man through whose culpability and neglect no less than twelve lives were lost, they very coolly replied, "that they could not think of entertaining such a charge." If this in itself be not sufficient to call for Parliamentary legislation and interference, we know not what is. However, while we lament the loss of *life*, we feel that another and important evidence is afforded, on which we may count on protection being given to the working collier. In conclusion, we once again call on those whom humanity would prompt to lend their aid. If that a committee be formed, they shall have our best assistance—if we are left singly to fight the battle, then, should we even fail, a defeat will be no victory.

THE IRON TRADE.

BIRMINGHAM, Jan. 11.—The usual ironmasters' quarterly meetings have taken place during the present week, at Walsall, Wolverhampton, and in this town. The assemblage in our Town-hall to day was numerous, the great majority of the most extensive ironmasters from the surrounding districts and many from Wales being present, and, as a matter of course, taking great interest in the business proceedings of the meeting.

During the last week it was reported, that an attempt would be made to effect a reduction of the price of iron—did yesterday, at an adjourned meeting of masters, held at Wolverhampton, in accordance with this prediction, a gentleman from London, largely interested in the iron trade, moved that bar-iron be reduced at the rate of 10*s.* per ton; the motion found a seconder, and that was all—for, upon its being put to the meeting, the proposed resolution was, with the exception of its authors, rejected by the entire assembly. The prices, therefore, remain the same as last quarter:—bar-iron, from 5*l.* 10*s.* to 6*l.* per ton; pigs, according to their quality, from 2*l.* 15*s.* to 3*l.* 5*s.*; hoops, 6*l.* 10*s.*; and sheets, 7*l.* to 7*l.* 10*s.* Many of the most extensive works are in full employ; and altogether the trade promises a more cheering appearance than was anticipated a month ago.

CORNISH RAILWAY—THE ATMOSPHERIC PRINCIPLE.—On Tuesday last, a preliminary meeting took place at the Guildhall, Penzance, to consider the probable benefit which would accrue to the town by the proposed county railway. John Bond, Esq., attended as a deputation from the provisional committee, and John Batten, Esq., took the chair. After a brief address from the chairman, introducing Mr. Bond to the meeting, that gentleman explained at great length the advantages which must accrue to all parts of the county from the formation of a line of railway from Exeter through to Penzance, and thus opening a rapid and easy transit to the metropolis, not only for passengers, but for the extensive agricultural and horticultural produce of that town and neighbourhood. Mr. Bond then entered into some statistical details as to the traffic on the line, and, from the investigations made by the provisional committee, they were assured that a line constructed on economical principles would yield a return of at least 6 per cent. on the outlay, and the directors of the Great Western Railway had expressed their willingness to render the same assistance as they had done in the case of Devon. Captain Moorsom had calculated that the line from Exeter to Falmouth (sixty-two miles) would cost 600,000*l*., or 12,000*l*. per mile, and from Falmouth to Penzance 250,000*l*., and greater economy would be observed on this line than was, perhaps, known on any other line in the kingdom.—A list of subscribers was read, from which it appeared that 67,000*l*. was already taken up in the county, although only a few towns had been visited, and every support had been met with from the landed interest through which the line is proposed to pass.—Considerable conversation ensued, during which it was suggested by Mr. Bond, that, as the atmospheric principle had proved so successful on the Kingstown and Dalkey line, it should also be adopted on the Cornish line, by which such a saving would be effected in the working, and the utmost degree of safety rendered to the passengers.—A number of shares having been subscribed for, and thanks voted to the Mayor for his conduct in the chair, the meeting separated.—[We sincerely trust that Mr. Bond will persevere to obtain the adoption of the atmospheric system, as it would ensure success to the railway, and profitable results to the shareholders; but, to carry this into effect, the committee must take the already well tested principle on its own merits, and not listen with too much willingness ear to the objections of prejudiced or interested engineers.]

GALGATE GAS AND LIGHT COMPANY.—A sale, under distress for rent, of the Property Moveys, of the assessible "property" of this company, has lately taken place, and the Bryn Colliery, formerly belonging to the company, is, we are given to understand, partially worked by a Mr. Bridgeford, of Lancaster. The company having lost its "habitation," retains about the "spars," which does not appear to present feelings on the part of the shareholders,

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ORIGINAL CORRESPONDENCE.

FOREIGN COPPER ORE ALARMISTS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The candid manner in which you admit all parties to state their views in your columns, leads me to expect that you will not refuse to insert a few remarks on the subject of foreign copper ores, although the writer may differ from you in opinion. Two years since, when it became known that influential parties, here and in London, were urging the Government, with some probability of success, to admit the produce of foreign copper ores for home consumption, the most extraordinary apprehensions were generally entertained in the mining districts—and I noticed, from your editorial remarks at that period, that you expected nothing less than the immediate abandonment of the mines in Cornwall, if any such measures were carried into effect. Now, it is well known that the scale of duties at which foreign copper ores were subsequently admitted by no means satisfied those who looked for (what *they* called) adequate protection to the British miner; it might, therefore, be reasonably expected that, ere this, some of those direful apprehensions should have been realised—but, instead of the abandonment of those great hives of industry, or the sudden ruin of the adventurers, I have, with great pleasure, been noticing, for some time past, your weekly records of their very satisfactory progress—and, even in your editorial capacity, you described the aspect of the Cornish mines as "very cheering," more than twelve months after the alteration came into operation. I observe that you lately directed attention to the greatly increased imports of foreign ores into Swansea, but I point to the continued rise of the standard for British ores in Cornwall, which is a much more important index to the effects of the late measure, because it was the intention of that measure to secure the smelting of as much foreign copper ore as possible in this country, in the fullest confidence that our mining interests would not be injuriously affected thereby. In order, therefore, to arrive at a just estimate of the relative position of the Cornish standard, under ordinary circumstances, *before* and *after* the admission of foreign ores, I have referred to the years 1839 and 1840, during which I find that the standard ranged as follows:—

1839.—		1840.—	
January 21	£111 0 0	February 6	£112 5 0
April 11	107 10 0	March 5	109 0 0
June 20	107 10 0	June 4	109 0 0
September 5	108 4 0	September 3	103 0 0
October 31	98 5 0	December 10	109 0 0
December 5	99 15 0		117 10 0
December 12	108 0 0		

Giving an average for the two years of 107*l.* 10*s.*; but, taking the quarterly averages since the alteration virtually came into operation, as follow:

1842.		1843.	
Quarter ending June 30	£102 6 0	Quarter ending March 31	£103 0 0
Ditto September 30	107 0 0	Ditto June 10	103 12 0
Ditto December 31	105 14 0	Ditto September 30	103 0 0
		Ditto December 31	109 0 0

The average for the whole period will be 106*l.* 12*s.* 9*d.*, or within 17*s.* 3*d.* (*i. e.* about 1*s.* per ton on the ore) of the average of the years 1839 and 1840, when the miners fancied that their very existence depended upon securing the home copper market all to themselves. It will be seen, that the average standard for the last quarter is *higher* than the average of 1839 and 1840, and the last sale in Cornwall, on the 4th inst., shows a further advance of 2 per cent.—notwithstanding the enormous importations into Swansea, which you alluded to some few weeks since.

Liverpool, Jan. 10. E.

[We are obliged to our correspondent for his favour—indeed, we cannot acquire too much information on a subject of so much interest. The tariff is established, and it is only fair to see how far it has had a prejudicial effect, if any, on our home mines. The opinion we expressed at the time is too well known to be repeated here, and we only await the Parliamentary returns for the past twelve months, ere we present to our readers some statistical matter we are collecting, for a portion of which our thanks are due to "E.," and our intelligent correspondent "R. W." We shall then be ready to maintain the opinion we have ever entertained and expressed, or, if wrong, to admit the error into which we have fallen—which, if any, must be allowed to have been on the right side—as it was in support of the home miner.]

PATENT SAFETY FUSE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—It is, perhaps, worthy of notice in your valuable paper that the safety fuse is now applying to the blasting of coal as well as stone. It is found, by experience, that there is a saving of one-quarter of gunpowder, on account of the shot being so much the more effective, and although this saving will not generally induce the workmen to purchase it, the saving to the coalowner is material, inasmuch as the coal is much less broken and shattered, and it is, therefore, highly deserving the attention of coal proprietors.—*Newcastle, Jan. 11.* M. DUNN.

[We are glad to find that the safety fuse is thus making its way in the north; its usefulness and economy is admitted, and, as a protection to the miner, is well appreciated in Cornwall. A few words on the subject will be found in another column.]

THE SAFETY-LAMP, &c.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I perceive, by a paragraph in your last, an early date claimed by Dr. Clanny for his original safety-lamp. This I understand to refer to his bellows' lamp, which, I believe, was the first form proposed by him. I conceive, however, I may, with all justice and propriety, put in my claim as to priority, touching the question of safety-lamps. In a little work of mine, second edition, entitled *Elements of Chemical Science*, which came before the public in June, 1815, I proposed an "air-tight lamp," to be supplied by air from the floor of the mine, by means of a flexible tube; the carbureted hydrogen being lighter, and ascending, in virtue of its low specific gravity, could not enter the lamp. Now, if glass is at all admissible, I believe this will be found, at last, the best safety-lamp, and let it be remembered, that glass is the material employed, both in the Muncaster and recent Clanny safety-lamps. The Rev. Mr. Hodgson, in 1816, pointed out the passage to my work to Sir H. Davy, when at Newcastle-on-Tyne, who publicly acknowledged the circumstance. In an old (folio or quarto) work—The Acts of the Leyden Savans, or of Leipsic—the precise title of which I do not now remember, will be found a lantern of wire gauze, reduced to as a safety from ignition by gunpowder; also, an article on the supplication of the bellows to blow air under or through water into a lantern. I advert to these facts *memoriter*—I only remember that, on reading them at the time, they forcibly struck me as being remarkable, in reference to Sir H. Davy's wire gauze and Dr. Clanny's bellows' lamp—but twenty-eight years have rolled away since. I was assured that the work in question was put into the hands of Davy in 1816, in one of the libraries of Newcastle-on-Tyne.

J. MURRAY.

[All information touching on this matter is highly valuable, for we cannot doubt but that the subject will be brought under the notice of Parliament on an early day.]

EXPLOSION AT DINAS COLLIERY, NEAR CARDIFF.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—It is impossible to judge of the exact nature of the management of the above colliery, but there is upon the face of this description, strong grounds for believing that the system of ventilation was imperfectly understood, or carelessly carried out. If the ventilating process was as it ought to be, the gases exuding from the mine (especially in the working places) should be carried off as fast as made, and not left to accumulate, or the safety of the people so deeply upon the chance of a functionary of this sort going upon a mission, the object of which seems so unsettled fair. The use of doors or curtains to substitute stoppings, and their utility consists in one closing first, except for the purpose of letting persons through; but, in this case, it would appear that the doors were purposely left open whilst the people were out, and only shut some time before they commenced to work. In short, there is evidently a want of system, and how is such a wrong to be remedied, except by parliamentary legislation, whereby the most stringent conditions and principle upon which mines were conducted, would be made subject to authoritative inspection, and a proper source of safety established upon the most accurate—at present it is nobody's business. Colliers' juries are seldom furnished with the real facts of the case, and, of course, most of these accidents, however negligently or grossly brought about, pass by without reprehension, whereas the case of reckoning proper

[illegible] Mining Journal [illegible]

comes and safety ought to be apprehended and punished by law. I trust, Sir, that you will make yourself informed upon this subject, and put into motion some means whereby life and property may be better looked after than hitherto.—*Auckland, Jan.* 11. HUMANITAS.

[*Our correspondent, at the moment of writing his letter, had evidently not seen the report of the proceedings at the coroner's inquest, or, we presume, his remarks would have been written with more warmth—these having been evidently a neglect on the part of the men whose duty it was to have ventilated the workings. We can assure "* HOMANITAS," *that our exertions will not be wanting to "put into motion some means whereby life and property may be better looked after than hitherto," and we trust that we may reckon him as one among the number of those who will lend their aid in the good work. We fully agree with him as to the necessity of Parliamentary legislation, and doubt not but that early in the forthcoming session some measure will be adopted. We want no more commissions; but, if necessary—and such, we think, will be admitted—in the face of facts daily developing themselves, that an inquiry should be instituted, let there be a Parliamentary committee appointed in London, as in the case of the smoke nuisance, and others of a like nature, and the several parties examined. We have, however, offered some observations in another column on the subject, which renders it unnecessary to add more in this place.*]

ON THE VENTILATION OF CHURCHES AND OTHER PUBLIC BUILDINGS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—As it seems to me but too obvious that the principles of a correct and complete ventilation are generally entirely misunderstood, or, if understood at all, certainly not carried into efficient practice in the imperfect and erroneous systems usually adopted in churches and other public buildings, it may not be irrelevant if I should endeavour, not only to point out the error, but show the remedy, and how, therefore, that error may be rectified or corrected. This is the more important and necessary, when it is considered that many of the recently-erected "Free Churches of Scotland" are built with unusually low roofs, as may be seen in those lately constructed in the towns of Dundee and Arbroath. It will be eventually seen, that I make these observations advisedly, and, most certainly, without any wish to impugn the motives of either one architect or another, as the error is common to thousands. I have ventured to call it error, and, on this assumption, which I shall endeavour to substantiate now, denounce it, however widely it may be extended, and though it has remained unquestioned until now. It is controverted by established facts, and at utter variance with the data and principles of science. When I have pointed out the mode commonly employed, and determined its fallacy by an appeal to well known established laws, I shall afterwards detail the remedy, and the means to be adopted, in substitution, to obviate the evil.

The mode of ventilation in common practice is simply this:—Air is admitted freely below, by the opening of sashes in the floor, or grating in the side walls on the ground level without, while there is also a provision of valves in the roof, or in the windows at a much higher level, in the belief that the heated and impure air must needs escape by the windows or the roof. This assumption is entirely fallacious. A few established axioms may serve to prepare the mind for the sequel, in the application of the principles I shall advance. Flame, by a natural law, inevitably points upwards, and thus rarefies the space above, and promotes a free and full ventilation; but, when flame is absent, in such a case, ventilation must be imperfect, or altogether impeded. Air, being a fluid, whether pure or impure, obeys the laws which regulate elastic or aeriform matter, will always flow towards the source of heat and rarefied medium. Atmospheric air, vitiated by respiration, will ascend to the higher level, because the air expired is accompanied by the animal temperature—say 98° Fah.; and hence, being attenuated, and thus possessed of diminished specific gravity, it must necessarily attain the loftier elevation, until its temperature is reduced. The air we breathe consists of 21 per cent. oxygen, the specific gravity of which is 0·1111, and 79 nitrogen; specific gravity, 0·9722. These numbers are calculated in reference to 30 inches barometer and thermometer at 60° Fah. By the act of respiration, the objects are 79 nitrogen, the proportional here remaining unchanged, a certain per centage of the oxygen having, however, disappeared, and been supplanted by an equivalent of carbonic acid gas, which per centage is variable from circumstances. The nitrogen will, of necessity, ascend, from its inferior specific gravity, caeteris paribus, and the carbonic acid gas temporarily attain an ascendancy, from the temperature which attends its expulsion in the act of respiration—but, on the other hand, when cooled, it must needs be precipitated, because its specific gravity, at a mean temperature and pressure of the atmosphere, is 1·5277. In this estimate, the diffusion of gases, or their reciprocal tendency to intermingle or be interfused, must not be omitted; and, therefore, in the precipitation of carbonic acid gas, a portion even of the nitrogen being thus entangled, may descend along with it. It is quite true that any gas may ascend to the ceiling on the wings of heat, of whatever gravity, of a mean temperature, it be, but it is equally true, that cold air will rush in also from above into a heated atmosphere, as well as from below, and thus, when the valves in the ceiling or the roof are opened, the cold air rushes in, the noxious gases are chilled, and, being precipitated, are brought within the sphere of respiration. This reveals the source of error, and the influence must be clear. While a provision must be made for the ingress of pure air from below, I would avoid the usual effects of chilling currents, by the admission of the air through pipes, of a specific character, attached as ornamental branches, to an elegant central cone, rising a few feet high. And, further, instead of having valves in the ceiling or the roof, I would allow the ascending vitiated atmosphere to accumulate in a central space, cavity, or dome, being the highest part of the roof, and from thence the accumulated and accumulating products of combustion or respiration must be conveyed by a pipe passing finally, in the case of a church, into the heated chimney of the vestry, the fire-place of which must be constantly supplied with coal or other combustible, as wood, yielding flame. In the case of an ecclesiastical ceiling, or vaulted roof, branch pipes must be employed, and the barriers (which intercept the endeavours of the ascending vitiated products of combustion and respiration) be pierced for them, three pipes finally constructing into the "main," which terminates in the heated chimney. As many of the modes of warming public buildings seem to me, not only questionable, but highly objectionable, I may, at some future period, send you a communication, accompanied with sketches, and it may be along with some new views of my own, not being in the habit of thinking by proxy.

January 5. J. MURRAY.

TREATMENT OF MINERS IN PRISON.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—This is a mining county, and it is not known that a large proportion of the prisoners are miners, chiefly for want of proper training to gunnery and through handicraving the removal of this sad, whilst ignorance is exposed to be imprisoned with men never punished, until the commitment of some wilful ignorance to prison. By an able report in the *West Briton*, of the magisterial examinations of the last Cornish Sessions, it appears that most of the prisoners are usually attended for the most minor to great straits be indicted for the morning out, called a fourteen! Till it and to Garth! Why from terms of fines are now converted to bring Bastards, by those whose pocket wanted them to rest weighed the men in and out, and that they had therefore their weight. These letters of mine chastised the head men in Bastards gaol, but that number, even if our magistrates remembering "equal" laws, will not, it is to be hoped, abolish a system sufficient to keep our miners dark about their hours, while toasting with the grief, remorse, and hard labour, of a twelve-fit, pending trial! All appearance in this country of more cause to be relieved, and to the greatest reduction of the pressure of many other matters, but to the full height, half fed, and twice cooked population at home. In fact, Sir, the provision of good living should not be held out as an inducement to commit crime, or, rather, to undertake the punishment. What is it to us, that in France they have more or less prisoners to deal? It is a satisfactory fact, that this country, and especially the mining population, is not prepared to contribute in proportion to the wrongdoings which might be expected. Country causes, to various ways, prevent the natural results of underground, which their predecessors were joined to be punished to prevention. Those who would then prosecute and hunt for offence the dark of the ruby, exercise a similar control over the food of the industrial spirit, who is now intelligence to evade the blow who, as he are prepared to contribute, have on their bodies mind. A. T. J. MARTIN.

Penzance, Jan. 6.

[Why, we would ask, did not the owners of Consuel mine interpose, and request the project of a branch of Miners, which was introduced by Sir Charles Lemon? We are aware that application moved to more parts of the system, and the mode of carrying it out; but, surely, these might have been modified, just to enable the work to go to the mines otherwise, and the consequences to continue, of the absence of which our correspondent now complains. We much, at the same time, say, that the Cornish miner, the intelligent, is by no means to be opposed.]

MINING IN THE EASTERN DISTRICT OF CORNWALL.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The notices of this district, which from time to time appear in your Journal, are of the greatest interest and importance to all connected with mining within it, and if the district cannot be fairly worked without capital from London or elsewhere, the attempt to bring it into notice, provided it be honestly done, should meet with general encouragement. But your "correspondent" has a difficult task. Every mine, lode, and even specimen, is the subject of endless diversity of opinion. Show a stone of grauon or spar to any twenty miners, whether captains or not, and you will soon be convinced of the fact; it will be like the golden apple among the heathen goddesses. What, then, should the correspondent do?—Of course, confine himself (as much as possible) to facts. Let him not represent disputed questions as acknowledged facts; prospects, of course, he must speak of, and especially in a maiden district—but this requires the utmost care. His own opinion is but the opinion of one, and better miners may differ from him. General opinion is difficult to be gathered, except by those resident within the district, and, perhaps, even by them; besides which there are endless parties and miners who always speak according to their interests. *No* South Caradon man will praise Tokenbury or West Caradon (unless for the sake of Caradon Consols), while every Gunner you meet with is convinced that either of them will beat South Caradon. While the reporter, then, steers clear of opinion, he ought to be supported; otherwise, he will put his hand into a hornet's nests, and, however reluctant he may be to satisfy "litigious agents," agents have a *right* to see their mines fairly spoken of. Much capital is embarked in mines, and many have ere sinking their little all; their shares, like all other property, ought to be valuable according to their value, and, therefore, for a reporter carelessly to speak against them, to publish some unfavourable opinion he may have heard, as if it were a fact, ought in justice to subject him to an action. Now, with regard to "Z. E. D." My own opinion was, that his remarks, considering the difficulty of the subject, were tolerably fair. The poverty of the eastern ends of South Caradon was, and is, a general topic among miners, but it was strongly—and, I think, justly—felt, that he should have mentioned her discovery of lodes. Whence, however, such violence in the attack on him? If Captain C. and his friends hold so large a portion of the mine, without any intention of selling, what on earth makes them so indigenant at the report? or why, indeed, notice it at all?—"For the information (he says) of the world!" The world, doubtless, is infinitely obliged to him, for enlightening it on so important a subject, but common sense leads to the suspicion that the shoe pinches somewhere else. Caradon Consols, quoted in your share list at 70*l.* per 128th, is reported as having one pure lode, in which there is a mystery which we, the uninitiated, who "don't know a lode from a tree," should be glad to have solved—for the information of the world.—Why is not this replied to? I trust, for the sake of the district, that "Z. E. D." will continue his reports. There is generally considered to be ample scope here for those who would speculate rather than invest, and more local information may enable him to bring forward many setts, which, as not being patronised by the dominant party, have not the honour of being known in the market. If his object really be "to see mining followed as a legitimate and honourable pursuit," he is the very man we want. Those who would monopolise the district and the market are evidently anxious to silence him, but in this, I think, they will be disappointed. "Your correspondent (says Captain C.) makes several high sounding remarks respecting the other mines in this neighbourhood, but, doubtless, the best criterion may be found in the tributing list of Thursday next," as if the prosperity of other mines were any disparagement of South Caradon, or the tributing list a criterion for infant mines! Surely, Sir, mining is the last profession in the world in which such jealousy should exist; nor will this district have fair play while those who have ridden on the back of a fortunate discovery into such notoriety as almost to monopolise all communication with the capitalists, are perseveringly using that influence to disparage everything but their own.

A SUBSCRIBER.

[Our readers will, we think, generally assent to the correctness of the observations of our correspondent; a good bal is said to make a good captain, but a good captain cannot make a good bal—neither is one fortunate instance to be taken as evidence of the richness of the district, nor an unfortunate one to be regarded as proof of its poverty of mineral riches.]

VALUE OF MINES—ACTUAL AND REPRESENTED.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In my reply to "Commercial," I am really sorry to find it should have proved so cutting. It most certainly have alarmed the friends of "legitimate mining," to hear the good gentleman, after "being twenty years on the road," thinking about the "main"—aye! and a "well-polished blade too." What can be the reason for such a course?—Has he been disappointed? —Is not his pet yet to his mind? Wait patiently my friend—Who knows what effect a little more "fresh intelligence" may have? Your former prescription may yet work wonders—"hope on hope ever;" another few pounds worth may do it. Some one may "strike into the first great course you aimed at"—think no more of the razor. "Hope deferred maketh the heart sick," but perseverance generally meets its reward. Don't think of leaving us to the mercy of the "dark jacket tribe"—your star may yet be pre-eminent—your title may soon be Inspector-General of Mines. What a bright day will then burst upon the Cornish hills and valleys. Look out, ye captains and agents—the schoolmaster is coming; he will show up your garbled reports, and inspect your "promising lodes;" any act ye have 20,000*l.* in reserve; you may have yet to learn that black jack (ores are not gold. Not too fast my friends, lest ye beat the Yorkshiremen, who must have persuaded the good gentleman that the sheep skins he saw hung up in the factories were cloth.* Captain Steadman, sundries your eyes—get your "coast keeper pouch," ready —speak all then to absolute—and then will we all three sing, success to "fish, copper, cobbler."—*Tuesday, Jan.* 10. J. G.

P.S.—The costs for October and November were stated at the office about 700*l.* each month—the sale of ores at about 2100*l.*; the receivers were taken from Captain Vivian's last report, since which a great addition must have been made.

[This style of correspondence may be very amusing, more especially to the writers, but we doubt much whether it be instructive, or practically useful.]

EARL OF DUNDONALD'S ROTARY STEAM-ENGINE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Taking much interest in the perfection of the rotary engine, and believing that, some circular motion is required, as however saving is effected by the rotary principle, as compared with the piston and cylinder engine, with its complexity of valves and appendages, and the power necessarily lost by the conversion of rectangular into circular motion, I have watched the various plans that have been patented for some time past—Craig's, Bonic's, Cleary's, and others. Can you, or any of your correspondents, favour me, through your columns, with a description of the Earl of Dundonald's rotary steam-engine and rectangular motion, the specification for which was, I believe, enrolled in July last, but which at present I have not seen? There can be little doubt that for mines, or any large works for raising water, the present beam engine is most serviceable, in proportion to the fuel employed, but I hope to see the day when for locomotives, steam-boats, and all general purposes, the rotary engine will be brought into use. HERON.

Shortwall, Jan. 5.

CRYSTALS OF TITANIUM—BAR IRON FROM BLACK-BAND.

TO THE EDITOR OF THE WOLVERHAMPTON CHRONICLE.

SIR,—While inspecting the Pipecroft Iron Works, near Bilston by rail, a few days back, with my friend Mr. G. H. Blackwell, we were shown some beautiful cubical crystals of titanium, in an old furnace hearth. The crystals are minute, generally aggregated, and of the colour of metallic copper, but possessing a far greater degree of hardness. We found, on inquiry, that they occur in some of the works in South Wales, having been first noticed by Mr. S. B. Rogers, of Neath-gate. Being anxious to ascertain the source from which the metallic titanium was derived, we made a careful examination in several levels, and were fortunate enough to find the mineral in situ in the bar-iron pit attached to the Cwmbrin engine in the Sirhow Works; it occurs in cubical crystallisation, very similar to the "leads" in our South Staffordshire field. The cavities are lined (as with ore) by lenticular crystals of pearl spar, upon which the titanic ores is often imbedded. The crystals are sometimes, forming from a common centre, and are very delicate as to be scarcely perceptible without the microscope; others, by transmitted light, bright golden yellow. In a small specimen I have been fortunate enough to preserve, I can count upwards of thirty distinct crystals, extending from a centre as minute as the point of a pin. In another part of the same specimen the titanium is diffused to a small crystal of pearl. I am not aware that this beautiful mineral has been met with in the South Staffordshire coal field, but this science may perhaps behave a search. Mr. Johnston, of Bristol (the father of English geologists), who gathered wherever on the longest his splendid museum, showed me specimens of titanium collected in goldsmid quarry—the lode (he considers) being two inches long. While on the subject of the South Wales coal field, I should perhaps mention, some of your readers when I state that I saw bar-iron made from the black-band in the Neath-gate Works (Messrs. Bailey's), the chief coal of which was Mr. pay ton! At the same time, those coals I have seen and heard in the district, this famed "coal" is not likely to be generally available, on account of the absolute worthlessness of the ore except in limited quantities. Take an example:—one hundred of a mile of black band ironstone, say four thick, and certainly found a level district, to move coward to it, and the material used in the furnaces; and a limited employment of the workmen would not be a one gone. Digest, reckon, and only 1 per. of bituminous matter (coke and otherwise) to 10 per. The ore at Neath-gate gave 10 per. carbon, and 10 per. of inevitable matter. HENRY HOPKINS.

Shrewsbury, Jan. 6.

* There is not a more remarkable of cloth in Yorkshire.

PROCEEDINGS OF SCIENTIFIC BODIES.

GEOLOGICAL SOCIETY.

JAN. 3.—The President, Mr. WARBURTON, in the chair.

The following papers were read:—1. "On the Occurrence of the Genus *Physeter* (or sperm whale) in Red Crag of Felixtow," by Mr. Charlesworth.—In the collection of Mr. Brown, of Stanway, in a remarkable fossil, which Prof. Owen proved to be the tooth of a cachalot, and in the *Report of the British Association for* 1842 given, as its locality, the division of Essex. Mr. Charlesworth, having examined the specimen in question, considers it a genuine crag fossil, from the same deposit with the cretaceous remains, described by Prof. Henslow at a previous meeting.—2. "On a Fossil Forest in the Portfield Colliery, near Wolverhampton," by Mr. H. Berkett.—The author announces the discovery of a remarkable assemblage of stumps of fossil trees in the Portfield Colliery, all upright, and evidently *in situ*. There are two fossil forests, one above the other. In the upper, Mr. Berkett counted seventy-three trees in about a quarter of an acre, and in the lower they appear to be equally numerous.—3. "On the Remains of Fossil Dicotyledonous Trees in an Outcrop of the Bolton Coal, at Portfield Colliery," by W. Ick, Ph.D. This paper relates to the same locality with the last, and includes numerous details of the state of the fossil forest, and its geological relations and accompanying fossils. Dr. Ick describes three distinct beds of coal, each exhibiting on its surface the remains of a forest, all included in an assemblage of strata not more than twelve feet in thickness. He considers the trees to have been mostly coniferous, and concludes that they grew on the spot where they are now found.—4. "On a Fossil Tree found in the Coal Grit, near Dariaston, South Staffordshire," by Mr. J. S. Dawes.—This remarkable fossil, although not entire, is thirty-nine feet in length, and its greatest breadth not more than twenty inches; the wood is coniferous.—5. "On the Trap Rock of Bleadon Hill, in Somersetshire, by the Rev. D. Williams.—In consequence of some remarkable facts disclosed by the railway cutting through the western point of Bleadon Hill, the author's views respecting the origin of trap and other aggregate rocks, advanced in former papers, have undergone a material change. In this paper, he details the phenomena which lead him, among other conclusions, to maintain that the lime rocks, in the cases under consideration, have been reduced *in situ* by tranquil fusion, and subsequently converted into the trap, which now replaces them. The extent and variety of the subjects embraced in this memoir do not admit of a short notice.

INSTITUTION OF CIVIL ENGINEERS.

JAN. 9.—The PRESIDENT in the chair.

The first meeting of the season was held on Tuesday evening, the 9th inst. During the recess several alterations have been made in the rooms of the society; along the sides of the gallery have been placed some handsome cast-iron open work shelves and brackets, cast, and presented, by Messrs. Ransome and May, of Ipswich, for supporting a series of busts of eminent engineers and scientific men. The theatre, which was formerly oppressively hot, and but dimly lighted, has now two gas lights, placed near the ceiling, which throw a powerful light into all parts of the room. The products of combustion are carried off by the open-jointed telescopic tubes, which have been applied by Professor Faraday to lighthouse lanterns, and were described by him at a meeting of the institution last year. The system of lighting and ventilation, which was, we understand, designed by Mr. Manby (the secretary), appeared to be perfectly under control, and was very satisfactory in its effects.

The first paper read was by Mr. John Storey; it described a combination of cast and wrought iron used in some bridges on the line of the Bishop Auckland and Weardale Railway. A general review of the usual construction and expense of occupation bridges of brick, stone, timber, and cast-iron was given —showing their defects. In order to obviate these objections, the author has introduced combined trussed beams of cast and wrought-iron, which, he contended, might be advantageously adopted, and that bridges could be thus constructed at a less cost than those of stone, brick, or even of timber. The structure described consisted of longitudinal segmental girders of cast-iron, resting on masonry abutments; a system of wrought-iron tie trussing was applied, and struts were placed, where requisite, to receive the pressure; when more than one principal truss was necessary, they were connected by transverse braces and distance pieces of cast iron—sockets being cast upon the girders to receive the timber joists, upon which Dantzic timber planking was spiked. The communication was accompanied by five drawings, illustrating, in detail, the various modes of construction treated of, with estimates of the expenses, as compared with ordinary bridges of similar span, whereon it appeared that the cost of the former was much less than that of the latter.

The next paper read was a "Description of a Cast Iron Bridge over the Axon, near Tewkesbury, on the line of the Birmingham and Gloucester Railway," by Captain W. S. Moorsom, Assoc. Inst. C.E.—The principal novelty of this work, which was proposed, and its execution superintended by Mr. Ward, of Falmouth, is the mode of constructing the two piers, which were externally of cast iron, in the form of caissons, each weighing about twenty-eight tons; the plates composing each caisson were put together on a platform erected upon piles over the site of the pier; the bottom of the river being levelled by a strong dredger, the caisson was lowered, and some clay being thrown around the exterior, a joint was formed, or nearly water-tight, that two small pumps drained it in six hours; the foundations being then excavated to the requisite depth, the caisson, which rests on the excavation preceded, was filled with concrete and masonry; cap plates were then fixed for supporting eight pillars with an entablature, to which was attached one end of the segmental arches, 37 ft. span, with a vertical rise of 5 ft. 7 in. There were three of these arches, each formed of six ribs of cast-iron, and two such piers as have been described, the land abutments being of stone work, joining the embankment of the railway. It was stated that this mode of construction was found to be more economical in that peculiar situation than the usual method of using timber coffer-dams, and building the piers within them, the total cost of the bridge being only 18,192*l.*, and the navigation of the river was not interrupted during the progress of the work. The paper was illustrated by eighteen remarkably well executed drawings by Mr. Butterton.

A paper by Mr. G. W. HEMANS, Grad. Inst. C.E., descriptive of a wrought-iron lattice bridge, erected across the line of the Dublin and Drogheda Railway, was then read. This bridge, which, in construction, is similar to the wooden lattice bridges of America, only substituting wrought iron for timber, is situated about three miles from Dublin, over an excavation of thirty-six feet in depth; its span is eighty-four feet in the clear, and the two lattice beams are set parallel to each other, resting at either end on plain stone abutments built in the slope. These beams are ten feet in depth, and are formed by a series of flat iron bars, 3½ inches wide, by ½ inches thick, crossing one another at an angle of 45°; at A.B. 6 in. above the bottom edge, transverse bearers of angle iron are fixed, similar to those now used for supporting the decks of iron steam vessels, and upon these the planking for the roadway is fastened. The account of the mode of construction, and of the raising and fixing the lattice beams, by Messrs. Perry, of Dublin, the contractors, was given in detail, and the author stated, that, although it was expected that considerable deflection would occur, which was provided for by forming the beams with a curve of twelve inches in the centre, they did not sink at all, even when heavy weights passed over them. The total cost of the structure, including the masonry of the abutments, was 3150*l.* It was stated that this bridge had been erected by Mr. Mansell, Mem. Inst. C.E., in order to test the soundness of the kind of structure, before he applied it to a bridge of 240 feet span, to carry the Dublin and Drogheda Railway over a canal.

The meeting adjourned to January 16th, when it was announced that the special meeting would be held for the election of the council and officers.

SOUTH MIDLAND RAILWAYS.—Mr. J. Watson, of Glasgow, informs us that the decrease in the market value of the mineral lines of railway is 111,434*l.*, which is attributed to the great depression under which the coal and iron trade has laboured. The general improvement in business, however, throughout the country, the number of new gas companies in course of being established, the numerous trunk and branch railways, the bills for which will be before the legislature this session—the continental railways now in progress, or about to be formed, and the hope of some modification by the new American tariff on the duty of general imported into the United States, tend to the expectation that the depression in the mineral trade will not continue. The decrease is value will, we doubt not, lead the managers of these lines, not only to economise the expenditure, but to endeavour to make outstanding investments, and to increase their receipts.

RAILWAY WINDOW BLINDS.—We hear that models of some newly invented window blinds, or shutters, patented by Messrs. Lewis and Gunnerbie, Cambridge, U.S., have recently been exhibited. The blinds are of two descriptions —shutters and window blinds—and fitting with the inside blinds altogether; they run upon a railway on the wall, and are opened or closed by means of small pulleys, similar to those used for the ordinary blinds; there is no occasion for raising the window, which is certainly an advantage. The railway on the outside is most commended as safe and of use, there sliding accurately to the appearance of the blinds on the outside. We believe we should be to possession, in a week or two, of the particulars of a similar invention, by another party, which we shall readily lay before our readers.

NEW FIELD OF COAL.—For some time back, the engineers of the Duke of Hamilton have been employed boring for coal at Bargeddie, near the Polmont station of the Edinburgh and Glasgow Railway. They have been rewarded by the discovery of a seam of coal of very considerable thickness, and which, it is believed, extends over upwards of 3000 acres. In making the usual pit, considerable difficulty was experienced, as, in addition to the other obstructions, built an immediate, &c., a stock of a peculiarly hard nature was gone through, upwards of thirty feet thick. The coal was in a burned in a small pit only, and from the quality of the light it is evident it would be a first rate household coal.—*Scottish paper.*

MINING CORRESPONDENCE.

ENGLISH MINES.

BOLENDUEH MINING COMPANY.

Jan. 8.—In the 110 fathom level, north of Hitchins's shaft, towards the lode, there is no alteration; on the south lode at this level, west of Goldsworthy's winze, the lode is one foot wide, and worth 26*l.* per fathom; on the north lode, west of the winze, the lode is ten inches wide, and worth 5*l.* per fathom; east of the winze the lode is eighteen inches wide, and worth 20*l.* per fathom. In the 100 fathom level, west of Hitchins's shaft, the ground continues favourable; in the eastern stopes in the back of this level the lode is sixteen inches wide, and worth 26*l.* per fathom; in the stopes east of Dorney's winze no lode has been taken down during the past week; in the stopes east of Hitchins's shaft the lode is two and a half feet wide, and worth 80*l.* per fathom; in Mitchell's winze, sinking below the 100 fathom level, the lode is fifteen inches wide, and worth 20*l.* per fathom; in the cross-cut towards the Flapjack lode there is no important alteration; at this level, east of Wall's shaft, the lode is small and poor. The lode in the stopes east of Hitchin's shaft, in the back of the ninety fathom level, is fifteen inches wide, and worth 26*l.* per fathom; in the stopes west of ditto the lode is sixteen inches wide, and worth 30*l.* per fathom. In the south cross-cut at the eighty fathom level the ground is favourable for driving; in the stopes in the back of this level the lode is fifteen inches wide, and worth 24*l.* per fathom. In the sixty-two fathom level, east of Wall's shaft, there is no alteration. The pitches continue to look well.

T. RICHARDS.

TAMAR SILVER-LEAD MINING COMPANY.

Jan. 8.—In the 135 fathom level the lode is eighteen inches wide, composed of jack and ore. In the 125 fathom level the lode is two feet wide, intermixed with capel, mundic, and ore. In the 115 fathom level the lode is one foot wide, saving work. In the 105 fathom level the lode is two feet wide, one foot of which is good work. In the ninety-five fathom level the lode is eighteen inches wide, composed of cam and ore, of a promising appearance. In the eighty-five fathom level the lode is of the same size and quality. In the seventy-five fathom level the lode is fifteen inches wide, chiefly composed of cam and ore. In the sixty-five fathom level the lode is somewhat improved, being about eighteen inches wide, producing work of a fair quality. Our tributers are working with good spirits, and, upon the whole, the pitches are looking favourable. We sampled, on the 3d instant, two parcels of rich silver lead ore, computed 136 tons—No. 1, 77 tons, and No. 2, 59 tons. At the North Tamar the sumpmen have just finished cutting the platt at the forty fathom level, and will commence driving about the middle of the week. In the thirty fathom level, north from the shaft, the lode is eighteen inches wide, chiefly composed of cam, capel, and ore; the south end of ditto is still in a tidy ground. At Wheal Hancock, I hope the engineers will commence erecting the engine to-morrow; the carpenters and smiths are in a forward state with the flat-rods, balls, &c.

J. SPRAGUE.

CALLINGTON MINING COMPANY.

Jan. 8.—At the north mine, the lode in the sixty fathom level, driving south, is worth 6*l.* per fathom. In the fifty fathom level south we are opening tribute ground. In the forty fathom level south the lode is worth 5*l.* per fathom. The thirty fathom level north is a kindly lode, holding silver-lead ores. At the south mine we have commenced sinking the shaft below the eighty; at this level, both north and south, we are opening tribute ground. In the seventy fathom level north the lode is worth 5*l.* per fathom; rising from this level south the lode is producing silver-lead ores. In the sixty fathom level north, and forty fathom level south, the lode is unproductive. In the forty fathom level north we have not taken down the lode in the past week. The fifty fathom level east, on Johnson's lode, is a promising lode, twenty inches big, with good stones of ore.

J. T. PHILLIPS.

BEDFORD UNITED MINING COMPANY.

Jan. 8.—The lode has been reached and cut through in the forty-seven fathom level cross cut south, and is three feet wide, composed of spar, mundic, and a small proportion of ore, and altogether, in its general character, is to be considered a strong kindly lode; the ore ground goes through in the level above (the thirty-five), and now in active operation, both in the back and bottom, is, however, some fathoms to the east of the present point of intersection of lode in the forty-seven fathom level—and there is no fear of equally productive ground in this bottom level, when driven east under it. In the thirty-five fathom level west the lode is two and a half feet wide, composed of gossan, ore, and spar, and looking more promising than for some weeks past; in the thirty-five fathom level east the lode is two and a half feet wide, producing gossan and good stones of ore. In the twenty-five fathom level in fifteen inches wide, and worth 20*l.* per fathom; in Mitchell's winze, sinking below the 100 fathom level, the lode is fifteen inches wide, and worth 20*l.* per fathom; in the cross-cut towards the Flapjack lode there is no important alteration; at this level, east of Wall's shaft, the lode is small and poor. The lode in the stopes east of Hitchin's shaft, in the back of the ninety fathom level, is fifteen inches wide, and worth 26*l.* per fathom; in the stopes west of ditto the lode is sixteen inches wide, and worth 30*l.* per fathom. In the south cross-cut at the eighty fathom level the ground is favourable for driving; in the stopes in the back of this level the lode is fifteen inches wide, and worth 24*l.* per fathom. In the sixty-two fathom level, east of Wall's shaft, there is no alteration. The pitches continue to look well.

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J. PHILLIPS.

TRELIGH CONSOLS MINING COMPANY.

Jan. 8.—In the sixty cost and west of Good Fortune the lode is two and a half feet wide, worth 16*l.* to 12*l.* per fathom in each end. The fifty west is three feet wide, worth 16*l.* per fathom; this end has improved. The fifty east is one foot wide, containing good stones of ore. The lode in the forty-four west is ten inches wide, worth 10*l.* per fathom. In the forty-four cost we have not yet cut the north branch, but expect to do so this week. The lode in the eighty east of Christoe is eighteen inches wide, and worth 20*l.* per fathom.

W. SYMONS.

CONSOLIDATED TREVAIL MINING COMPANY.

Jan. 8.—The part we are driving on of the Slide Park lode, west of Henwood's shaft, at the fifty fathom level, is eighteen inches wide, good tribute ground; we have suspended the fifty fathom level, east of Henwood's shaft, until a rise be holed for ventilation; the lode in the rise, in the back of the fifty fathom level, east of Henwood's shaft, is eighteen inches wide, good tribute ground. We have not yet cut through the cross-course at the forty fathom level, east of Henwood's shaft.

H. WILLIAMS. J. MORCOM.

GUNNUDIAN MINING COMPANY.

Jan. 8.—To-day we have resumed sinking Murray'sengine-shaft below the seventy fathom level, and are now in a good situation for sinking with all speed. At the seventy fathom level we are driving north in various places to intersect the north lode. The Chiverton lode, in the 70 fathom level, driving east of the great engine-shaft, is one and a half foot wide, and has a very productive appearance. The lode in the stopes, in the back of the seventy fathom level, is still rich, worth about 56*l.* per fathom. You will observe by the setting report that the tribute pitches are set at a trifle higher tribute than for some time past; this is principally in consequence of the very ground being nearly worked out in the upper levels. On Saturday last was our usual monthly setting. We have thirty-two men and four boys employed on returns, and fifty seven on tribute.

J. WEBB. R. ROWE, Jun.

TINCROFT MINING COMPANY.

Jan. 8.—The lode in the engine-shaft, under the seventy fathom level, is about two feet wide, worth 20*l.* per fathom. The lode in the seventy west is two and a half feet wide, worth 15*l.* per fathom; at the same level east we have driven through the cross course, and are now driving south to find the lode. The lode in the sixty east is at present small, producing a small quantity of copper ore, and promising. The lode in the sixty west is twelve inches wide, worth 6*l.* per fathom. The thirty, forty, and fifty ends east are at present unproductive, though very promising. The fifty west is worth about 15*l.* per fathom. The forty west is worth about 6*l.* per fathom. The different winzes are producing fair quality work. At Palmer's, the winze sinking under the sixty-five fathom level, on the south part of east Pool lode, is unproductive; the sixty five east on the north part of the lode is worth 12*l.* per fathom; the west end of the same level is worth 7*l.* per fathom, and is likely to be better soon. At the south mines we have intersected some good branches of tin, by driving south at the 160 fathom level, similar to those which produced the lode in the level above; we expect, therefore, to see the lode in a short time. You will judge from our tribute setting report that our tribute department is looking well. On the whole, I am glad to say, our prospects continue good.

W. PAUL.

WEST WHEAL FOWEL MINING ASSOCIATION.

Jan. 8.—The ground in Buckingham's engine-shaft, cutting under the eighty-five fathom level, which is now down thirteen and a half fathoms, is a little more favourable just to expect, if it continue so on, to be down to the 100 fathom level by the end of the present month. The eighty-five east on Wheal Jewel lode is worth 15*l.* per fathom. The eighty five west on Wheal Jane is nine inches wide, containing stones of ore. The ground in the eighty five cross cut south is still favourable for driving. The seventy west in the lead winze is worth 10*l.* per fathom. The winze sinking under this level the lode is wide, containing stones of ore. In the winze sinking under the seventy cost continues worth 10*l.* per fathom. The winze sinking under the seventy west is worth 10*l.* per fathom; the thirty cost on this lode is worth 8*l.* per fathom.

STEPHEN LEAN.

UNITED MINES MINING COMPANY.

Jan. 8.—In Williams's shaft the lode is two and a half feet wide, producing some good stones of ore. In the seventy fathom level, castern end, the lode is three feet wide, eighteen inches ore of fair quality, with a promising appearance; in the western end the lode is four feet wide, producing but a small quantity of ore. In the sixty fathom level, east of eastern shaft, the lode is two feet wide, very throughout, of low quality. West of Stagpool shaft the lode is four and a half feet wide, two feet of the south part ore of average quality; east of James's shaft the lode is three feet wide, producing some good ore on the south part—improved since last week. West of Richard's engine-shaft the lode is four and a half feet wide, very kindly, and of fair quality; east of Rowse's winze the lode is three feet wide, very throughout, of inferior quality. In the stopes the lode is eight feet wide, four feet ore of average quality. In the eastern shaft the lode is three feet wide, four feet of the north part producing good ore. In the fifty fathom level the lode is three feet wide, worth 10*l.* to 12*l.* per fathom, and much the same as last reported. In the sixty fathom level the lode is three feet wide, two feet ore of good quality. In the pitch cross-cut, at 4*s.* 6*d.*, the lode is two and a half feet wide, fifteen inches good ore. In the forty fathom level (Wheal Sparrow) the ground in cross-cut is rather harder than last reported. In the thirty fathom level, eastern end, the lode is two and a half feet wide, eighteen inches ore of fair quality; in the western end the lode is three feet wide, two feet ore of fair quality. In the twenty five fathom level the lode is two feet wide, producing but little ore. In the twenty fathom level, on Stacey's lode, the lode is two and a half feet wide, eighteen inches ore of good quality. In the ten fathom level, on ditto, the lode is fifteen inches wide, nine inches ore of good quality. In the adit end the lode is one foot wide, six inches good ore.

S. H. PEARCE. N. LANGDON.

FOREIGN MINES.

ST. JOHN DEL REY MINING COMPANY.

Morro Velho, Oct. 25.—In the mining operations, the principal work, which has attracted all our energies, is the repairing of the Bahu pumping machinery. After working four days and three nights, without intermission, the pumps were again set to work on the 22d instant. During several days, the pumps gained nothing on the water in the Bahu, which had risen during the repairs of the machinery to thirty feet; but, by studying all the arrangements for bringing the water to the wheel, and bringing the Minghe stream-mist to bear on the breast of it, yesterday the water was lowered eight inches, and, by strict attention, the water will go on forking satisfactorily. The flapjack, for drawing the water from the western part of the mine, is now in hand, and I hope to have it at work in a month's time. I think we shall have no further difficulty with the pumps, as the work is now strong enough. The bottoms of the Gamba, Bahu, and United Mines, being under water, has pushed the miners for a supply of ores; but it has been kept up tolerably well, thanks to the horizontal extent of our operations—for, had we been trusting to one hole for supplies, we might have been two months without produce. The Gamba shaft is now again sinking, as is Pengilly's shaft.

Nov. 8.—Produce for October, 10,203 oits., or 26·6736 lbs. troy, from 2172·8 tons of ore, or 4·69 oits. per ton; ores rejected during the month, 129 tons.—You will feel a little disappointed, perhaps, at this produce, after the launching of the Cotesworth stamps; but I consider it a very good produce, under all the trials of patience we have had during the month of October. I am very much pleased with the last produce of the East Carbeers—it is 4·22 oits. per ton, after 22 per cent. of the ores had been rejected. I have said I regard these as our poorest ores, and yet they gave as much as the whole of the picked ore of last year. We have not stamped very well during the month, in consequence of the stamp heads being very light; we have since received a supply of new heads.

Mines.—The repairs of the pumping machinery is the principal feature in the mining department; the pumps are drawing the water very well indeed, and Captain Vazzon hopes to have the Bahu sump quite in fork by the end of this week. To keep up the supply of ores for the stamps while so much water has been in the mine, the stopes which have been worked have got a little out of order, but this will soon be remedied. The Banneal regs is now nearly completed; this week will finish it, except the launders, the planks for which are cut, but they have been lent to the mine for some temporary staying. This new lent measures 3551 yards; it has been a much heavier work than the Cristaes—and yet, whatever water it may bring home will be but a mere drop compared with the perennial flood brought by the latter; it, however, covers the hauling machine, and thus rivals the Cristaes for position.—Cost for October, Rs. 20,342 8 0.—The establishment is not very healthy just now; both whites and blacks are suffering from the variableness of the climate—the rains have not properly set in. Since the new stamps were completed, probably a better produce may have been expected; but there are many allowances to be made—the breakage of the Wheal stamps, the Bahu being under water, the greater part of the ore supplied by the Gamba taken from the west-ern and poorest part of the mine, and the Louisa Mine having given but a small portion of its best ores; these facts, and having been obliged to bring ore and poorest part of the mine, and the Louisa Mine having given but a small portion of its best ores; these facts, and having been obliged to bring is seventy tons of refused ores, will well account for the low produce. The separations were, as last month, confined to the western part of the Louisa and Western Cachoeira; 413·6 tons of ores from these places gave 4·72 oits. per ton, or 2 per cent. more than they gave last month—the amount of refused ores was 22 per cent. of the whole bulk sent from this mine. This amelioration of ores gives great encouragement to our future proceedings in this part.

BRAZILIAN COMPANY.

Cata Branca, Oct. 16.—I expected that the gold report for the past week would have been better, but the stamping power is at present very ineffectual, from the excessive drought, and the quantity of ore crushed during the week has not been more than 200 tons.

Oct. 24.—The gold report inclosed is again a sorry document, but the produce must improve so soon as we get more stamping power, as the supply from the mine is good; at this moment the hoppers are all full. I never remember so severe a drought as we have this season.

Oct. 30.—I have again to regret that the gold return is without improvement; the drought still continues, and there are now not less than 500 tons of unstamped ore in the hoppers and on the spalling floor.

Nov. 4.—The end driving at St. Antonio is again in favourable ground, and the stone is once more of a promising character. About forty or fifty tons will be submitted to the stamps in a few days. At Soundoro Captain Williams thinks that he will cut the lode in six weeks or two months, and the total stamps will be ready about the same time. The rains appear likely to set in soon; we have had a few showers, but not sufficient to assist the stamps to any extent, and the stone on the spalling floor continues to accumulate.

E. HARDING.

Gold return for four weeks to 3d November, 27 lbs. 0 oz. 15 dwts. 14 grs.
—Ditto for the month of October, 31 lbs. 1 oz. 0 dwts. 11 grs.

ANGLO-MEXICAN MINING COMPANY.

Guanaxuato, Nov. 24.—In Asuncion, there has been a considerable decline in the Sorrailed workings, since my last reports, as to quantity, the respective extractions for the four weeks ending the 10th inst. being 620, 480, 307, and 224 cargas; the ley had declined with the larger quantity, but is now restored—it may be estimated to its former standard, of about 9 ozs. for an average of the total produce. The plan produces occasionally some remarkably fine ore, especially for gold, and, on the whole, has latterly improved. The produce of the hacienda labores is beginning to be again assisted by that of tenements, some of these workmen having discovered very good ore in the contra circle of San Pedro—thirty cargas of it (their half) was sold on Monday for nearly $1000; the ore is as yet narrow, but abundant in gold. The workings north-west of Sorrailed are clearing as fast as circumstances will permit, but they appear to be extensive, and grossed, consequently, in the fall of water, but slowly; a further impediment arises to the conditions of the communication to them, which allows passage for scarcely more than the pumps, and is, consequently, accessible for the indispensable extraction of attle, producing the double disadvantage of not allowing a sufficient circulation of fresh air, to counteract the deleterious quality of that existing inside; to remove this obstruction, it will be necessary to make a communication from the present workings of Sorrailed, which will take from six weeks to two months to effect, thus retarding to that extent the realisation of this anticipated resource—for all appearances are in favour of these workings having left off in good ore. Twenty-one arrastres in Sorrailed and the whole twenty of San Matias are at work on the Asuncion ores, which will now begin to pass in their produce of silver, to ease the heavy expenditure ending. San Agustin is getting into order, and will commence work, it may be expected, the first fortnight in December—and, though the produce of the mine, at the moment, is scarcely sufficient, with thirteen and all, to supply the forty-one arrastres first mentioned, there is a large stock of ore on hand. San Agustin can be worked upon, till the north-west workings of Asuncion be cleared, whose produce, it is hard to doubt, united with that of the Sorrailed workings, will be more than sufficient to supply all these hacienda; but, even supposing the worst—that there be a falling off in the extraction of smeltable ore next autumn, these cannot easily be taken up all spare arrastres. I have received two more dividends, since the date of my last advices, from the mine of La Luz, amounting to $2613, making in all $4353 received within the last seven weeks; the mine continues highly prosperous, and will rapidly pay off the debt.

— HOOPAY.

GUALOOM MINING COMPANY.

San Clemente, Nov. 17.—FIVE TONS OF GOLD.—During 22 weeks, which is an extraordinary length of time, I could make no impression on the rock-head; I could not get any of them to move forward an inch—more against them; but the first day of this week I succeeded in getting a few pieces, which are cast as subject to them, to go to the mine. They were stopped on the road, and have detained by whom, which has enabled the Pioneer to wrap-head them—and during the course of the week, under some pretext or other, I have managed to get the explosives, and the rest of the loads are now coming in the same to all the gentlemen, and the rest of the loads are now coming in the same to work. They all wish to be employed on paradise duties, but we cannot take more than thirteen of the men, and, as it is just the end of the week, they will all rest to-day, to go down on Monday—on Monday, then, we shall have the whole men here (all the above-mentioned men are on task, or on intermittents). The whole body of men are here (all the above-mentioned men are on task, or on intermittents). The whole body of men are here (all the above-mentioned men are on task, or on intermittents). The whole body of men are

that year. In Dolcoath perpendicular shaft, sinking below the Adventure, a vein has lately entered from the northern side, and, although the materials does not exactly correspond with the South Brigus, yet it is evidently a part of that vein; it is very hard, and contains spots of ore; towards the south end of the shaft it is divided into branches. Distance in this proceeding a little ore from the back of the Adventure end 6, about 140 cubic yards of rock, are dead to contain the Gwennap branch, situated a few cubic yards of the great lode; this is worthy to small, but of good quality, and, as the ground is easy for breaking, it affords a profitable working. At Consolidated, the lady vein level south is in a promising vein, producing a small quantity of copper ore, combining about 10 cwts. per fathom—the lode is large, and in easy ground; this level is approaching near to a part of the hill where the old workings show are very extensive, although I believe they are confined to a little below the adit; I hope, therefore, we shall find a good deal of ore in this neighbourhood. At Ansells, we have experienced a serious falling off during the last two months—and October only gave seventy nine quintals of smelting and 10 0 of unripe ore, and in November eighty-one of the former and 9½ of the latter; all the levels driving on tribute are poor—and the best points, such as the Cudlipstone and Sun Tribute ends, and Ansells old shaft, are drowned with water. In La Lea, the produce for October amounted to 102 quintals smelting ore, and 14½ unripe—for this month it came to 63 smelting, and 47½ unripe; the best points of these workings have also reached the level of the water, and the raising for next month we may expect will be comparatively small. The Sun Tribute level is still in a promising vein, and contains a little unripe ore.—Taking a general review of the whole country, it cannot be denied that it has at the present moment a rather unfavourable aspect; but, looking beyond a little while (say, a month or two), there is, in my opinion, by no means an unpromising prospect. On the Bissoma vein, we shall soon have under examination all the old workings of San Francisco Mine, by means of El Arte winze and the San Francisco shaft; and this ground will be speedily at command several cubic fathoms deeper, by the Esperanza level. The laborers at Tavistock will, to all appearance, continue yielding about the usual quantity of ore for a long time to come; and we may expect Trelawney level next will improve, when it arrives under the principal part of the Sun Alvan workings. At Ansells, the old shaft and San Miguel winze, below the eighty-one cara level, South Tresaia and San Guillermo winze, below the sixty-six, and the deep workings of La Lea on the South Brigus vein, are at present all hindered by the water. At Sharemanda, the same is the case with respect to the workings below the forty cara level, south of shaft; and in nearly all those places there is good ore going down. The dry season has now set in, and we may soon expect to see the water disappear—and, after a while, by the deep levels from the Adventure and the Arbistors, north of Bolcoss, they will be all left high and dry.

Coals and returns for the month of October four weeks:—Coals, 2150,000 71; returns, 2 6,017 cl.—Loss, 2740 1s.

MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Royal Botanical	Regent's park	Saturday	4 p.m.
Highland	11, Regent street	Monday	8 p.m.
Chemical	Society of Arts, Adelphi	Monday	8 p.m.
Medical	Bolt-court, Fleet-street	Monday	8 p.m.
Linnean	Burlington	Tuesday	8 p.m.
Horticultural	21, Regent-street	Tuesday	3 p.m.
Statistical	12, Hanover-square	Tuesday	8 p.m.
Medical Botanical	32, Sackville-street	Tuesday	8 p.m.
Civil Engineers	25, Great George-street	Tuesday	8½ p.m.
Society of Arts	Adelphi	Wednesday	8 p.m.
Geological	Somerset House	Wednesday	8 p.m.
London Institution	Finsbury-circus	Wednesday	12 p.m.
Meteorological	11, Regent-street	Wednesday	7 p.m.
Royal	Somerset House	Thursday	8½ p.m.
Antiquarian	Somerset House	Thursday	8 p.m.
Royal Institution	Albemarle-street	Friday	8½ p.m.
Royal Asiatic	14, Grafton-street	Saturday	2 p.m.
Westminster Medical	32, Sackville-street	Saturday	8 p.m.
Mathematical	Crispin-street, Spitalfields	Saturday	8 p.m.

PUBLIC COMPANIES.

MEETINGS.

Post Office Mutual Benefit Ass'n.	Hall of Commerce	Jan. 15 6
St. Katherine Dock Company	Dock House, Tower-hill	16 12
Mutual Life Assurance Company	King's Head, Poultry	17 12
City of London Gas Light Company	Salisbury square	17 3
Edinburgh ... &c. Railway	25, Scotland street, Edinburgh	22 3
Union Bank of Australia	66, Moorgate-street	22 1
West London Railway	17, Aldersgate-lane	23 1
London Caoutchouc Company	1, Southwark-street	26 1
Duke of Cornwall's Harbour, &c., Co.	London Tavern	29 1
Tramway Mining Company	4, St. Mildred's court	29 1
Cobre Mining Association	76, Lombard-st	29 1
Grand Junction Railway	Exchange buildings, Liverpool	29 1
United Mexican Mining Association	London Tavern	31 1
A. 1 Life Assurance	Fleet-street	Feb. 1 ..... 11½
West Cork Mining Company	George and Vulture	6 1
London and Birmingham Railway	Euston Station	9 ..... 11.

CALLS.

Alten Mining Association	15 per share. Williams, Deacon, & Co.	Feb 15.

DIVIDENDS.

National Provincial Bank of Eng.	6 per ct. per an.	Offices	Jan. 15.
United Kingdom Life Assur. Ass'n.		6, Waterloo-place	15.
Liverpool Banking Company	4 per cent	Offices, Liverpool	15.
Tamar Silver Lead Mining Co.	1 per cent.	44, Finsbury-square	17.
London Joint-Stock Bank	2½ per cent	Prince's street, Bank	17.
Union Bank of London	6 per cent.	Offices, Moorgate-st.	20.
Caledonian Life Assurance Ass'n.	4 per cent.	141, West Strand	20.
Commercial & General Life Ass.	4 per cent	111, Cheapside	20.
Mining Company of Ireland	10 per ct. per an.	Office, Dublin	Feb. 1.

CURRENT PRICES OF STOCKS AND SHARES.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.

Consols Money, 97½ ¼
Ditto Account, 97½ ¾
New 3½ per Cents., 97½ ¾
Reduced 3 per Cents., 97½
Reduced ½ per Cents., 97½
Annuities to run Cents., 1859 ¾
Long Annuities, 12 5-16 11-16
Bank Stock, 190½ ½
Exchequer Bills, 60 62 pm.
Bank Stock, ½ per Cent., 1860 ¾
Bonds, 3 per Cent., 70 ¾

Danish, 3 per Cent., 86½ 86¾
Dutch, 2½ per Cent., 54 ¾
Ditto, 5 per Cent., 104½ ¾
Portuguese, 4 per Cent., 4 per Cent., 44 ¾
Russian, 5 per Cent., 110 ¾
Spanish, Active, 5 per Cent., 21½ ¾
Ditto, 3 per Cent., 40¾ ¾
Chili, 6 per Cent., 99 101
Colombian, 6 per Cent., 11½ ¾
Mexican, 5 per Cent., 21½ ¾

[From our own correspondents.] 41

CURRENT PRICES AT LIVERPOOL—THURSDAY EVENING.

Stock	Closing pr.	Sales	Stock	Closing pr.	Sales
Bowring & Co			Wrench, Bolton, 4 Dary		
Chester & Birkenhead			Wrench, & Birmingham		
Eastern Counties			Manchester & Leeds		
Edinburgh & Glasgow			Midland Counties		
Glasgow & Greenock			North Midland		
Great Junction			North Union		
Great Western			Paris & Rouen		
Gt. North of England			Paris & Orleans		
Lancaster & Preston			Rouen & Havre		
Liverp. & Manchester			Sheffield & Manchester		
London & Birmingham			South Eastern		
Lond. Edinb. Western			York & N. Midland		
London and Brighton			Ditto half shares		

13, Castle street and South Castle-gate, Liverpool. JOHN GREAVES.

Burslem Bank, 1-4 to 1-2; Bank of Liverpool, 1-32 to 1-16; Commercial, 1-64 to 1-32; Life-guard Bowling Co., 7-32 to 9-32; Manchester and Liverpool District, 5-16 to 3-8; North and South Wales, 3-8 to 7-16; Rural, 29-64 to 15-32; Union, 1-32 to 1-16.

LEEDS, THURSDAY.—Since we wrote you last week a downward tendency has shown itself in the share market—in some descriptions of stock to an extremity; and the few that are to be noticed in the West and Notts, which, after reaching the high point of 82 to 83, at which rates actual sales were made to-day, have fallen to 80, at which they were sold in London yesterday. How to account for this great fall it is not easy to divine or read; the previous rates might be looked upon as rather gentle ones, when it was considered that, about two months ago, they stood at 101; and, as the Manchester and Leeds and that uniting the two considerable lines have come into operation, this, we think, has operated on the minds of many for a fall. What we looked for in Great Northern last week was nothing short of 90 to 95, at which they have been selling—viz., a decline in the short time of 12 or 13 per cent., of which they have been sold. The public are to accurately observed by the contending opening of the South Eastern and Dover lines, and although it is pleasing to a country like ours to see other railways, we do not think public spirit to such an extent that this circumstance will act as militate against its success. This should take a long run voyage to ensure which he might have a short one! In the course of time, and that not more than two or three years, when the Channel Tunnel are completed to Calais and Boulogne, the South Eastern will stand even the capital its capital to Continental communication—viz., the "High-way of Nations." Brighton and Hastings have the same, striking, and we think, from some recent operations amongst the "bears," who have clipped their paws for the last advances, we have no fear of this short declining—it is inflicted daily upon the present public, notwithstanding all the energy of innumerable parties to the contrary. On the whole of a falling market for many stocks, it is matter for one kind thing it can distinguish ourselves that ground, and what a favourable check it is to bearers—as well as it is to investor, both, which seems to be the present business, breathing only life, of which has stood with stamina to suffer ups. Manchester and Leeds, when going to bilge, are rather taken to buy at last. The quotations are:—

Birmingham and Derby	95½	London and South Western	87½
Birmingham and Gloucester	84	London and Croydon	14½
Bristol and Exeter	93	Manchester and Leeds	81
Eastern Counties (old)	7½	Manchester and Birmingham	33
Edinburgh and Glasgow	87	Midland Counties	80
Great British (England)	87	Norwich and Brandon	4
Great Western	90	Newcastle and Darlington	76½
Hull and Selby	90	Newcastle and Carlisle	57
Liverpool and Manchester	84½	North Midland	90
London and Blackwall	6½	North Union	37
London and Brighton	84	Scottish Central	84
London and Croydon	14½	Scottish Midland Junction	84
London and Greenwich	2½	Shrewsbury and Birmingham	18
London and North Western	97½	Shrewsbury and Chester	18
London and South Western	87½	Stockton and Darlington	84
London, Brighton and South Coast	84	York and North Midland	84

G. G. WATSON and CO.

LATEST PRICES OF VARIOUS SHARES.—4 per Cent. Consols, 96¾ to 97; 3½ per Cents. Reduced, 97 to 97½; 3 per Cent. Reduced, 97½; 3 per Cent. Consols, 97½; New 3½ per Cents., 97½; Long Annuities, 1860, 12 5-16; Bank Stock, 190½; India Stock, 270; Exchequer Bills, 60 pm.; Bank Stock, 1860, 1-4 pm.; Ditto for the 4 Dec., Consolidated Bank, 4½; Ditto Stock, 104; Ditto New Building Company, 20½; British and Irish Steam Navigation Company, 10½; Peninsular, 7½; Shipping Company of Ireland, 6½; Western Steam Navigation, 10½.

SALE OF COPPER ORES IN CORNWALL

Sampled Dec. 27, and sold at Andrew's Hotel, Redruth, Jan. 11.

Mines.	Tons.	Price.	Purchasers.	Mines.	Tons.	Price.	Purchasers.
Carn Brea	50	£7 14 0	Mines Royal	Wh. Bailey	15	£7 15 0	Mines Royal
ditto	10	6 14 0	Williams	ditto	15	3 10 0	English Co.
ditto	106	5 12 6	Nevill & Co.	ditto	15	3 10 0	Nevill & Co.
ditto	24	4 15 0	——	ditto	60	3 4 0	English Co.
ditto	61	4 0 0	Williams	ditto	60	3 17 6	Freemans.
ditto	54	3 11 0	——	ditto	11	3 9 0	——
ditto	47	3 11 0	——	Botallack	70	11 0 0	English Co.
ditto	47	4 12 0	Freemans.	ditto	52	11 11 0	——
ditto	54	3 10 0	Nevill & Co.	ditto	30	9 14 0	Virtues.
ditto	30	6 0 0	Freemans.	ditto	41	4 9 0	English Co.
W. Prosper	72	4 0 0	Virtues.	St. Andrew	60	6 15 0	Mines Royal
ditto	71	3 16 0	——	ditto	70	3 19 0	Freemans.
ditto	70	3 0 0	Nevill & Co.	ditto	70	3 7 0	English Co.
ditto	41	10 7 0	Mines Royal	Levant	42	7 1 0	Virtues
Friendship	71	3 14 0	English Co.	ditto	30½	6 19 0	English Co.
ditto	61	3 14 0	——	ditto	30½	6 19 0	Williams.
ditto	63	3 14 0	Nevill & Co.	ditto	60	12 4 0	Virtues.
ditto	21½	3 10 0	Freemans.	Darlington	11	3 3 0	Williams.
ditto	21½	3 10 0	P. Grenfells	ditto	22	3 3 0	——
ditto	71	3 16 0	Virtues.	Wh. Busy	40	3 7 0	Freemans.
United H.	60	4 0 0	——	ditto	27	1 14 0	——
ditto	70	3 0 0	Freemans.	ditto	11	3 0 0	Virtues.
ditto	70	3 0 0	Williams.	ditto	11	3 0 0	Freemans.
ditto	82	11 9 0	Freemans.	Treswith	70	0 4 0	Nevill & Co.
ditto	24	3 10 0	——	ditto	90	3 14 0	Virtues.
ditto	24	3 10 0	Williams.	Provid. M.	43	3 0 0	English Co.
ditto	10	3 6 0	Freemans.	ditto	60	5 0 0	Nevill & Co.
W. Basset	171	3 10 0	——	W. Curtis	54	3 10 0	Virtues.
ditto	10	3 6 0	Nevill & Co.	W. Treasure	94	4 0 0	English Co.
Fowey C.	65	4 10 0	——	ditto	94	4 0 0	Freemans.
ditto	74	3 0 0	Williams.	Herland	65	6 11 0	——
ditto	71	3 16 0	——	ditto	64	6 11 0	English Co.
Wh. Bailey	111	4 0 0	Virtues.	Bal consolidated	54	9 9	Virtues.

TOTAL PRODUCE.

Carn Brea	662	£3419 9 0	Love-t	103	£1716 11 0
Wh. Prosper	366	2220 10 0	Wh. Darlington	143	920 9 0
Wh. Friendship			Wh. Busy	99	520 10 0
United Hills	215	1021 10 0	Wh. Treswith	90	679 15 0
Wh. St. Andrew			Providence Mines	86	420 5 0
Fowey Consols	981	1000 4 0	Wh. Curtis	54	189 0 0
Wh. Bailey	226	870 13 0	Wh. Treasure	15	93 5 0
Botallack	213	2010 7 0	Herland	12	81 9 0
Wh. St. Andrew	213	901 17 0	Bal consolidated	1	21 0 0

Average standard, 11¼ 16s.—Average produce, 7¼.—Average price, 5£ 10s. 0d.—Quantity of ore, 2200 tons.—Quantity of fine copper, 217 tons 0 cwt.—Amount of money, 16,600l. 1s. 6d.—Average standard of last sale, 11¼ 11s.—Average produce, 7¾

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
Mines Royal Company	314	£1360 0 0
English Copper Company	694	3150 19 0
Virtue and Sons	620	3431 14 0
Freemans and Co.	449	2274 2 3
Grenfell and Sons	124	734 16 0
Sims, Williams, Nevill, Druce, and Co.	634	3096 9 0
Williams, Foster, and Co.	844	3170 12 0
Total	3280	£16,499 1 6

Copper ores for sale on Thursday next, at Pearce's Hotel, Truro.—Mines and Parcels.—Treworran, 72; Poldice, 27; West Caradon, 171; West Jewel, 160; Fowey Consols, 200; Par Consols, 220; Holmbrook, 120; Wheal Providence, 150; Wheal Morlon, 107; Wheal Penrose, 97; Wheal Henry, 15.—Total, 3079 tons.

Copper ores for sale on Thursday next, at Pearce's Hotel, Truro.—Mines and Parcels.—Cosmic Mines, 0 0; United Mines, 64; South Caradon, 200; Trethellan, 175; Treworran, 0 0; Hallenbeagle, 300; Fowey Consols, 2 5; Grambler and Saint Agnes, 14; Treleigh Consols, 140; Wheal Eliza, 120; Williams's East Downs, 72; Wheal Robins, 12.—Total, 1550 tons.

SALE OF COPPER ORES AT SWANSEA.

Sampled December 19, and sold on the 10th January.

Mines.	Tons.	Produce.	Standard.	Price.	Mines.	Tons.	Produce.	Standard.	Price.
Chili	160	21	8½	£7 5 0	S. Jose, Cobre	107	30	9½	£5 14 0
ditto	95	21	8½	7 17 0	ditto	91	19½	9½	5 14 0
ditto	90	20½	8½	7 12 0	ditto	70	20½	9½	5 12 0
ditto	91	17	8½	7 14 0	Cobre	75	19½	9½	5 4 0
ditto	68	18½	8½	7 1 0	ditto	45	20	9½	5 5 0
ditto	78	17½	8½	10 19 0	ditto	50	20½	9½	5 6 0
ditto	54	49½	9½	6 2 0	ditto	20	20½	9½	5 3 0
Kanchenhua	174	117	10½	5 7 0	ditto	1	18½	10	5 11 0
ditto	130	85	11½	5 9 0	Swansea	111	14½	10½	5 7 0
ditto	130	120	10½	10 0 0	ditto	50	15½	10½	5 7 0
ditto	78	65	10½	6 17 0	Crenchenco	65	6½	11½	5 5 0
Bolivar-burgh	70	65	11½	5 19 0	Coubeen	61	6½	11½	5 11 0
ditto	70	55	11½	5 6 0	Lackamore	32	12½	10½	5 2 0
ditto	57	64	11½	5 6 0	Provence	19	14	9½	5 9 0
ditto	57	8	11½	5 15 0	Libertas	7	12½	9½	21 10 0
ditto	15	8	11½	5					

Total tons, 1941.—Total amount, £10,502 17 0

TOTAL PRODUCE.

Chili	616	£3401 2 0	Crenchenco	65	£359 15 0
Kanchenhua	606	3502 14 0	Coubeen	66	365 0 0
Bolivarburgh	335	1849 6 0	Lackamore	32	184 0 0
S. Jose, in Cobre	295	1624 9 0	Provence	19	101 4 0
Cobre	245	1351 15 0	Libertas	7	40 0 0
Bowhayon	170	14 0 16 0			

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
English Copper Company	1293	£7021 6 0
Freemans and Company	42	220 11 3
Sims, Williams, Nevills, Druce, and Co.	337	1818 15 0
Virtue and Sons	1 65	3782 0 0
Williams, Foster, and Co.	402	2245 0 0
Total	1941	£10,502 17 0

Copper ores for sale January 24.—Bonthrogo 151, 109, 106, 100, 65, 95, 75, 98, 55, 60, 67.—Chili 106, 95, 87, 94, 84, 79, 0.—Cobre 90, 87, 98, 50.—San Jose, in Cobre 110, 95, 85, 81.—Bowhayon 167, 91.—Kanchenhua 98.—Tigrony 78, 10.—Bolivarburgh 80.—Dhu-vale 50.—Loughshinny 10.—Coubeen 55, 15.—Tigrony 11.—Total, 2417.

SALE OF BLACK TIN,

By Ticket, on the 4th and 5th of January, at Marazion.

Mines.	Tons.	Price.	Amount.	Purchasers.
Carn Brea	24	£12 17 0	£302 0 0	Williams & Co.
ditto	14	25 4 0	11 1 0	L. C. & W. Daubuz.
ditto	13	25 10 0	10 13 0	——
ditto	1	25 0 0	25 0 0	——
ditto	2	25 10 0	14 1 0	——
Wh. Botallack	14½	26 0 0	403 15 0	——
ditto	16	27 0 0	414 0 0	——
ditto	16	27 0 0	414 0 0	Bolitho & Co.
ditto	8	25 10 0	102 10 0	——
ditto	5	25 10 0	102 10 0	L. C. & W. Daubuz.
ditto	4	25 0 0	80 0 0	——

Total tons, 119.—Amount of money, £2113 10s. 0d.

LATEST CURRENT PRICES OF METALS.

LONDON, JANUARY 11, 1846.

	£ s. d.		£ s. d.
Brasses—Foreign, ton	0 0 to 0 0 0	Copper—Old	per lb. 0 0 0½
For cartridges	0 0 0	" Cake p. ton	0 0 0 to 90 0 0
Steel—Keg (ch sheet)	20 0 0 to 0 0 0	" Tile	90 0 0 to 94 0 0
Quicksilver	per lb. 0 0 0	" S. American	77 0 0 to 79 0 0
Iron—English bar, &c.	p. ton 0 0 0	Tin—English, blocks, &c. cwt.	0 19 0
" Hoop iron	0 12 0 to 0 0 0	" " Foreign, Banca	1 0 0 to 1 1 0
" Bar	7 10 0 to 7 15 0	" " Straits	1 0 0 to 1 0 0
" Sheets	9 0 0 to 9 5 0	" " Peruvian	0 0 0 to 0 0 0
" Hoop, 0 size	8 0 0 to 8 5 0	Tin plates, Bx. IC. p. box	1 0 0 to 1 1 0
" Pig, No. 1, Clyde	3 0 0 to 3 2 6	" " Bx. IX.	1 0 0 to 1 1 0
" " No. 1, Clyde	3 0 0 to 3 2 6	" " " p. box less	
" " Wales	2 17 6 to 3 0 0	Lead—Sheet milled	p. ton 17 15 0
" Rod, Swedish	10 10 0 to 0 0 0	" Shot, patent	0 0 0 to 19 15 0
" Kentuck, ditto	10 10 0	" Red	21 10 0
" " ton		" White	23 10 0
" " Archangel		Pig—Lead—English	17 0 0 to 17 5 0
Steel—Faggot bar	p. ton 19 0 0	" Spanish	0 0 0 to 16 10 0
" Plough plates	0 17 0	" Antimony	0 0 0 to 0 0 0
Cutlery—English shearing	0 0 0		

EXPORTATION OF THE PRECIOUS METALS.—The following are the official returns of the exports of gold and silver from the port of London for the week ending Saturday last:—

Silver coin to Valetta	5,000 ounces.
Ditto to Gibraltar	30,000 "

CURRENT PRICE OF GOLD AND SILVER.

Foreign Gold in bars, per oz.	£3 17 11	New Dollars, per oz.	£0 4 10½
Portugal ditto	3 17 6	Silver in bars (standard)	0 4 11½

THE LONDON GAZETTE—BANKRUPTS.

TUESDAY.—C. Clarke, Bastwick, Oxfordshire, farmer.—J. Farmer, Grangemouth, Stirlingshire, schoolmaster.—A. Green, Copenhagen street, Caledon square, auctioneer.—J. Blundell, Upper Chandos street, Pimlico square, bookseller.—C. B. Lee and T. J. Blundell, Newport, Isle of Wight, bankers.—D. Smith, Northampton, carpenter.—J. Sharwood, Wood street, Cheapside, warehouseman.—R. Colyer, Guildford, Surrey, victualler.—G. C. Bevan, Mincing lane, Essex, grocer.—W. Bennett, Manchester, commission agent.—S. Evans, Llangadoc, Carmarthenshire, draper.—W. Hastings, Sloane terrace, gentleman.

FRIDAY.—S. Kirkham, Ormsgate street, licensed victualler.—W. Lowless, Southampton, draper.—R. Smallman and W. H. Schofield, Fleet street, auctioneers.—J. Powell, Brynmawr, cabinet maker.—J. Spruce, Liverpool, wine merchant.—J. Jones, Liverpool, chemist.

PRICES OF MINING SHARES.

BRITISH MINES.

Shares.	Company.	Paid.	Price
500	Anglesey	5	—
50	Bell	—	40
4,000	Bedford	7½	5
100	Botallack	125	130
10,000	British Iron	70	—
8,000	Bissoxeros	50	4
120	Brewer	—	125
20	Bonallick	—	20
5,000	Con. Treffrell Mining Ass.	4	4
100	Crenhorne	25	150
114	Charlestown	—	200
5,000	Cornubian Lead Co.	5	4½
120	Comfort	—	80
512	Cook's Kitchen	—	45
1,000	Carn Brea	15	115
1,000	Callington	9	13
120	Caradon Consols	—	70
128	Cregg Brawn	80	100
10,000	Durham Coast Coal Co.	40	3
100	Exmouth	—	—
120	East Pool	—	170
10	East Wh. Crofty	—	—
170	East Wh. Rose	—	1100
512	Fowey Consols	—	161
100	Great Consols	1000	6500
2144	Grambler & St. Aubyn	—	100
1,000	Godolphin	—	80
15,000	Galv. Iron & Wire Rope	10	—
10,000	Hibernian	174	2
1,000	Helston-ab	14	17
120	Hallenbeagle	—	50
1,000	Hanson	2	10
2,500	Isle of Sark (Guernsey)	15	—
100	Levant	—	460
128	Lemarth & Penstruthal	—	100
1,000	Lewis	2	5
20,000	Mining Co. of Ireland	7	11
128	Montyn Mines	100	—
240	Mark Valley	—	74
117	North Roskear	—	500
4,000	North Tamar Consols	4	—
74	North Downs	—	—
128	Newquay	—	310
512	New Fowey Consols	40	55
8,000	Polberro Consols	10	4
128	Par Consols	—	1150
128	Pen Park	20	—
10,000	Rhymney Iron	50	12
1,000	Roskrow Water	4	4
500	South Towan	10	14
57	Square Moor	70	—
1,000	Stray Park / Chasbound Vean	40	30
128	South West Basset	—	160
116	South Roskear	—	—
128	South Caradon	—	600
128	Speedwell	25	25
120	Trethellan	—	500
128	Treworran	—	93

BRITISH MINES—continued.

Shares.	Company.	Paid.	Price
96	Trilowarra	—	750
128	Tolcarthory	—	60
179	Trevenkey and Barrier	—	575
5,000	Treleigh Consols	5½	5
5,000	Tamar Consols	2	2
4,000	Tincroft	7	13
128	Trevelland	12	25
1,000	Unition Hills	5	4½
100	United Mines	—	800
2,000	Wickstow Copper	5	121
1,000	Wheal Basden	1	5
	Wheal Franco	15	10
1,000	West Carbery	1	124
127	Wheal Virgin	—	60
1,000	Wheal Agar	—	184
128	Wheal Speed	—	—
128	West Caradon	—	200
53	Wheal Vor	500	—
5,848	West Wheal Jewel	10½	13
128	West Truthellan	5	120
1000	Wheal Harriet	6	—
128	Wheal Penrose	—	75
128	Wheal Providence	10	180
60	Wheal Clifford	—	—
128	Wheal Albert	10	20
128	West Basset	10	40
128	Wheal Acland	—	24
128	Wheal Sisters	—	220
	Wheal Seaton	—	640
128	Wheal Henry	—	35

FOREIGN MINES.

Shares.	Company.	Paid.	Price
5,000	Alten Mining Company	12½	22
10,000	Anglo Mexican Co.	100	22
5,574	Do. Subscription	25	5
5,000	Polanco	100	5
12,000	Ditto Scrip	15	64
10,000	Brazilian Imperial	21	7
10,000	Bolivar	20	—
10,000	Ditto Scrip	10	2
10,000	Cula Branco—Brazilian Company	25	4
12,000	Cobre Copper Company	40	30
8,500	Colombian Co. regis.	35	14
10,000	Cupiapo Mining Co.	12	12
30,000	Gracial Mining Ass.	20	6
3,551	Mexican Company	10	—
12,000	Mexicana and Cocaes	25	6
25,370	Real Monte, regis. / Do. unregistered	2 2	4 4
	Ditto Red Debentures	—	20
	Ditto Black ditto	—	10
	Ditto Loan Notes	100	1174
7,000	Royal Sardinia	10	10½
11,000	St. John del Rey	15	12½
20,272	Gaston Mexican	40	24
4,291	Black Scrip, additl. capital	14	20
	Rio Negro Scrip	15	9

RAILWAY SHARE LIST AND TRAFFIC RETURNS.

Line.	Entire Lgth.	Now Open.	Present actual cost.	Pd. on Shares.	Val. of Shares.	Last week's returns.
Arbroath and Forfar Railway	13	13	£ 140,000	25	25	£1295 18 8½
Birmingham & Derby Junc.	40½	40½	1,164,175	100	56	1179 17 9
Birmingham and Gloucester	53	53	1,561,506	100	63½	1056 19 10
Brandling Junction	15	15	471,377	50	40	290 9 4
Chester and Birkenhead	14½	14½	536,424	30	30	300 9 9
Dublin and Kingstown	6	6	240,000	100	110	720 14 7
Dundee and Arbroath	18½	18½	185,000	25	22	348 1 11
Durham and Sunderland	16	16	267,780	50	45½	447 3 10
Eastern Counties*	51	51	2,737,616	25	10½	3390 4 6
Edinburgh and Glasgow	46	46	1,260,867	50	34½	1080 17 8
Glasgow and Ayr	51	51	1,022,662	50	40	1549 4 4
Glasgow and Greenock	22½	22½	220,280	25	20	870 0 1
Gd. Junc. & Chester & Crewe	11½	11½	2,278,135	100	21½	6239 13 6
Great North of England	74	40	1,200,614	100	68½	1141 14 6
Great Western	110½	110½	6,661,939	65	106½	10300 15 4
Hull and Selby	51	51	642,500	50	55½	——
Liverpool and Manchester	31	31	1,276,800	100	272	4205 4 8
London and Birmingham	112½	112½	3,353,981	100	257½	10339 13 0
London and Blackwall	5½	5½	1,200,000	10½	5½	630 10 0
London and Brighton	50	50	2,666,666	50	65½	2870 0 0
London and Croydon	10½	10½	600,000	12½	15	333 11 0
London and Greenwich	8½	8½	1,013,816	12½	5½	341 3 6
London and South Western	97½	97½	2,500,000	50½	74½	6647 10 0
Manchester, Bolton, & Bury	10	10	777,000	40	30	951 14 7
Manchester & Birmingham	40	31	1,000,000	40	20½	2389 0 0
Manchester and Leeds	50	50	2,000,000	70	100	3095 0 0
Midland Counties	72	72	1,710,000	100	88	3178 2 04
Newcastle and Carlisle	61	61	1,061,300	100	75	1197 17 3
Newcastle and N. Shields	7	7	302,478	50	30	302 1 11
Northern and Eastern*	82½	82½	914,094	40	30½	——
North Midland	72½